

AMERICAN
RAILROAD JOURNAL.

**STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.**

HENRY V. POOR, Editor.

SATURDAY, JANUARY 5, 1861.

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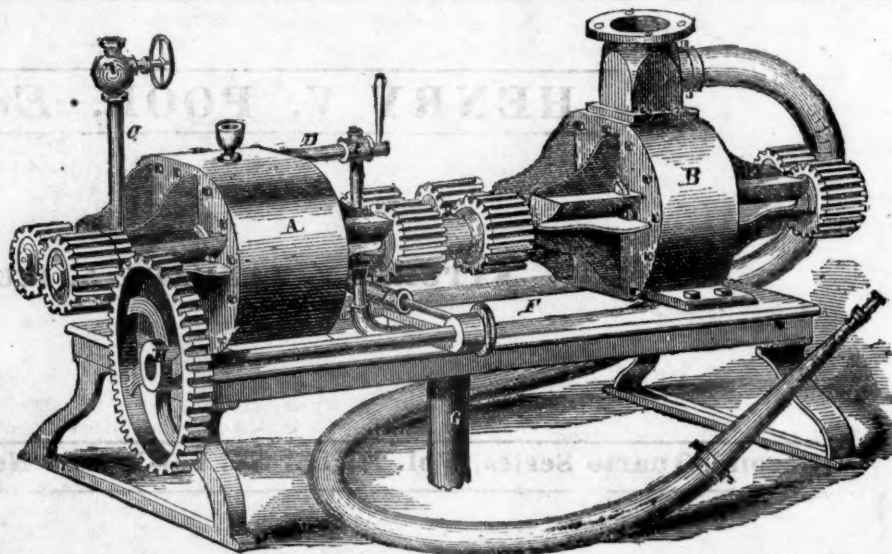
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SATURDAY, JANUARY 5, 1861.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, January 5, 1861.

Western (Mass.) Railroad.

The earnings of this road for the company's fiscal year ending November 30, 1860, were:

From passengers.....	\$ 690,992 00
From freight.....	1,101,118 72
From mails.....	54,900 00
From miscellaneous sources.....	54,840 00

And the expenses were..... 993,096 30

Leaving net receipts.....	\$888,254 42
Dividend 8 per cent.....	\$412,000
Interest and exchange.....	348,223
Sinking fund.....	50,000

810,223 00

Surplus.....\$78,031 42

—which added to the previous surplus, makes the present total of nominal cash profits on hand \$400,664.

Compared with the previous year, the gross earnings show an increase of \$114,282 59 With an increase in expenses of..... 56,176 18

Making the increase in net earnings...\$58,106 41

The present value of the sinking funds, intended to exhaust the funded debts of \$6,269,520 when due, is \$2,281,633. The total cost of the road, including the Hudson branch, and their equipment is \$11,029,079, and the corporation has assets

other than this to the net amount of \$331,506. The funded debt has been increased within the year from \$6,125,520 to \$6,269,520, while the floating debt of \$208,725 has been paid off entirely. Among the expenditures of the last year, were \$273,696 for maintenance and improvement of the road, \$192,976 for cars and locomotives. For the first time in its lease, the Pittsfield and North Adams road has paid a direct profit to the Western; the amount of its business over expenses and interest being \$769 20.

Mines and Mining Companies of Arizona.

We find in a late number of the *Mesilla Miner* the following resume of the mines and mining companies in Arizona:

1st. Fort Fillmore Silver Mining Company, Capital stock \$1,000,000, in \$20 shares. Maj. Jno. J. Sprague, U. S. A., President. Office 34 Pine Street, New York. Mines in Organ Mountains, 15 miles east of, and Smelting Furnace on Rio Grande, 4 miles S. E. of Mesilla. W. H. Ritter, Engineer. Has six fine veins, yielding \$200 per ton. Commenced work in December, 1859, employing fifty hands.

2d. Sonora Exploring and Mining Company organized in 1856, under charter from Ohio. Capital \$2,000,000, in \$100 shares, James P. Kilbreth, President, A. M. Searles, Secretary, Andrew J. Talcott, Superintendent. Leased to Charles D. Poston. Mine in Cerro Colorado Mountains near Tubac, ore silver and copper. First silver reduced July 1858.

Santa Rita Silver Mining Company.—Organized 1858, charter from Ohio. Capital \$1,000,000 in \$100 shares. Office 167 Walnut street, Cincinnati, Ohio. George Mendenhall, President; Horace C. Grosvenor, Director of Mines, Raphael Pumpelly Metallurgist, Head-Quarters and Mines, Santa Rita Mountains near Tubac. Peons employed 20; first silver reduced May 7th, 1859. Ore silver, copper and lead.

Sopori Mining Company.—Organized August, 1858. Capital \$1,000,000, in \$100 shares. Office Providence, R. I. Mines near Sopori. W. B. Sayles, Director. Not working the mine.

Patagonia Mining Company.—Private association—Capt. R. S. Ewell, U. S. A., President. Mines near Sonoita Creek, in Santa Cruz Mountains. The Mine is valuable, and has yielded, with very little machinery and poor furnaces, a fine per centage of silver. Ore silver and lead.

Union Mining Company.—Private association—Working Mines near Sonoita Creek; under direction of Col. Titus.

The San Antonio Mining Company of San

Francisco—Has suspended operations for the present. Ore silver and lead.

The Cahuabi Mining Company.—Private company—H. Ehrenberg, President; William Brown, Director. Mines in Papaqueria—a new company now commencing operations. The mine is said to be very rich. Ore silver and copper.

San Xavier Mining Company.—Organized in San Francisco in 1857; mine near Tuscan. Work suspended.

Arizona Laud and Mining Company.—Capital stock \$2,000,000 in \$100 shares—organized under charter from Rhode Island. Samuel B. Arnold, President; W. B. Sayles; Director—hot working mines.

The Longorenia Company.—Organized to work an old mine near Tubac. The work is progressing. Ore-silver and copper.

COPPER.

Arizona Copper Mining Company.—Capital \$1,000,000, in \$100 shares. Organized 1854, in San Francisco, by E. E. Dunbar, Major R. Allen, U. S. A., President. The company have expended much money, and now have ordered steam wagons to transport the copper to market. The mine is very rich.

The Santa Rita Copper Mines.—Worked by Mr. Siqueros & Son. They have not completed their arrangements yet, but are smelting three tons of copper per diem. These mines were worked many years ago, and are rich and profitable. Located 25 miles N. W. of Mowry City on Mimbres River.

The Hanover Copper Mines, six miles from the Santa Rita Mines, were discovered March, 1859, by Mr. S. Harkle. The vein is ten or twelve feet wide. Messrs. Henkle & Thibault are working 500 hands with great profit.

Messrs. Barcla, Daguerre and others have opened a vein one and a half miles from the Hanover Mine, and preparing to work.

A private company have been working on a vein half a mile from the Hanover mine thought to be rich.

A Copper Mine is worked 40 miles above the mouth of the Gila, on the Colorado river, said to be very rich.

GOLD.

Gila Gold Mines.—Much gold has been taken out of these Mines, located twenty miles above the mouth of the Gila and about two miles from the river. Mines are rich, but too far from water, and the necessities of life, to include very extensive working.

Brownsville Gold Placers.—Twenty miles N. W. of Mowry City on Mimbres River, are now worked by a company from this place, who have dug a ditch, at considerable cost, one and a half miles long, to throw the water on the placer,

They have been sufficiently tested to show that they are rich.

Col. Snively & Co. have discovered rich gold mines 15 miles north of the Brownsville Mines, and are now working them.

Arizona Exploring and Mining Company—Lately organized, with ample means for prosecuting a geological survey. Richard Jenkins, Superintendent; Mr. Levy, Miner. Head-quarters Mesilla on Rio Grande.

The Mesilla Land Exploring and Mining Company—Capital stock \$1,000,000, in \$100 shares. L. S. Owings, President. Office Grand Plaza, Mesilla, Arizona. This company have a good quartz lead, thought to be very rich, and a copper vein. They propose keeping an Exploring Company constantly in the field.

Railroads of the United States, Jan. 1, 1861.*

A tabular statement showing the length and cost of each work at the end of the financial year closing nearest to 1st January, 1861.

1. MAINE.			
—Mileage.			
Names of Companies.	Total.	Completed.	Cost of road and equipment.
Androscoggin	36.50	36.50	\$757,381
Androsce. & Kennebec ..	55.00	55.00	2,210,947
Atlantic & St. Lawr.			
(54 m. in N. H. and			
16.20 m. in Vt.) ..	149.00	149.00	7,217,357
Bang., Old'n & Milf.	12.50	12.50	623,263
Calais and Baring ...	6.00	6.00	224,000
European & N. Amer.	90.00	.....	.....
Gr. Falls & S. Berwick	6.00	6.00	166,160
Kennebec & Portland	50.00	50.00	.....
Yarm'th Extension	13.00	13.00	2,871,269
Bath Branch	9.50	9.50	.....
Lewy's Island	16.50	16.50	315,000
Machiasp't (Fr'klin)	7.50	7.50	110,000
Penobscot	33.00	.....	328,412
Penobsc. & Kennebec	55.00	55.00	1,715,433
Portl'd & Oxf. Centr.	28.50	21.50	430,000
Portl., Saco & Portsm.	51.30	51.30	1,500,000
Somerset & Kennebec	37.00	37.00	783,763
York & Cumberland.	52.00	18.50	398,000
Total attrib'd to Me.	708.30	544.80	\$19,650,985
Deduct parts of road			
in other States ...	70.20	70.20	3,487,536
	638.10	474.60	\$16,163,449
Add parts of road at-			
trib'd to other St's,	1.26	1.26	69,812
Actual total of Me.	639.36	475.86	\$16,233,261
2. NEW HAMPSHIRE.			
Ashuelot	23.76	23.76	506,000
Bost., Conc. & M'ntr'l	93.54	93.54	2,863,584
Cheshire (10.50 m. in			
Mass.)	53.64	53.64	3,075,964
Cochecho	28.12	28.12	847,007
Concord	34.53	34.53	1,500,000
Concord & Portsm'th	47.00	47.00	1,108,859
Contoocook River...	14.64	14.64	257,069
Eastern of N. H.	16.55	16.55	525,205
Great Falls & Conway	46.50	20.09	403,565
Manchester & Lawr'ce	26.47	26.47	1,000,000
Merrimac & C't Riv'rs			
Concord Line	27.16	27.16	1,109,860
Manchester Line	25.52	25.52	.....
Northern of N. H.	69.16	69.16	3,068,400
Bristol Branch ...	12.41	12.41	.....

* In the table above given the several roads are attributed to the States in which the companies owning them are domiciled. The actual mileage in each State is attained, first, by deducting the parts of road located in adjoining States, and then, by adding the mileage attributed to such adjoining States, but actually within the State to which transferred. Where a road is in two or more States, the fact is so stated. The cost of the transferred sections is deduced from the cost per mile of the whole road.

Peterboro' & Shirley	9.36	9.36	245,643
Sullivan	24.68	24.68	1,250,000
Vermont Branch	0.58	0.58	.....
White Mountains ...	20.78	20.78	371,037
Wilton	15.43	15.43	226,979
Total attrib'd to N. H.	589.83	563.42	\$18,359,172
Deduct parts of road			
in other States	10.50	10.50	602,007
	579.33	552.92	\$17,757,165
Add parts of road at-			
trib'd to other St's,	104.96	104.96	4,919,069
Actual total of N. H.	684.29	657.88	\$22,676,234
3. VERMONT.			
Connect. & Pass. Riv.	110.00	90.00	\$2,531,146
Rutland & Burling'n.	119.54	119.54	4,591,217
Rutland and Wash'n			
(11.18 m. in N. Y.)	44.73	44.73	1,771,683
Rutland & Whitehall	6.88	6.88	255,700
Hydville Branch ..	1.51	1.51	.....
Southern Vermont ..	8.00	8.00	200,000
Vermont and Canada	47.00	47.00	1,348,500
Vermont Central	119.00	119.00	8,402,055
Montpelier Branch	1.00	1.00	.....
Vermont Valley	23.69	23.69	1,301,886
Western Vermont ...	54.00	54.00	931,729
Bennington Branch	5.50	5.50	.....
Total attrib'd to Vt.	540.85	520.85	\$21,333,916
Deduct parts of road			
in other States	11.18	11.18	442,921
	529.67	509.67	\$20,890,995
Add parts of road at-			
trib'd to other St's,	45.70	45.70	2,349,102
Actual total of Vt.	575.37	555.37	\$23,240,097
4. MASSACHUSETTS.			
Agricultural Branch.	23.36	15.03	\$350,228
Amherst, Belchert'n			
and Palmer	19.50	19.50	295,337
Berkshire	21.14	21.14	600,560
Boston and Chelsea	2.18	2.18	140,000
Boston and Lowell ..	26.76	26.76	2,428,593
Woburn Branch ..	1.86	1.86	.....
Boston and Maine			
(41.43 m. in N. H.)	74.26	74.26	4,219,741
Medford Branch ..	2.23	2.23	.....
Methuen Branch ..	3.61	3.61	.....
Great Falls Branch	2.95	2.95	.....
Boston & Providence			
(2 m. in R. I.) ..	43.50	43.50	3,160,000
Dedham Branch ..	2.97	2.97	.....
Seekonk Branch ..	1.00	1.00	.....
Boston and Worcester	44.63	44.63	.....
Brookline Branch.	1.55	1.55	.....
Newt. Low'r F. Br.	1.25	1.25	.....
Saxonville Branch.	3.87	3.87	4,728,580
Milford Branch ..	11.97	11.97	.....
Framingham Br.	2.06	2.06	.....
Milbury Branch ..	3.07	3.07	.....
Broadway	2.56	2.56	53,403
Cambridge	4.80	4.80	481,477
Branches	5.98	5.98	.....
Cape Cod	46.10	46.10	1,031,625
Wareham Branch ..	1.04	1.04	.....
Connecticut River...	50.00	50.00	1,801,944
Chicopee Branch ..	2.35	2.35	.....
Danvers	9.20	9.20	218,839
Dorchester	4.79	4.79	118,150
Dorchester Extension	1.38	1.38	12,000
Dorchester & Milton B.	3.26	3.26	136,789
Eastern	44.10	44.10	3,581,372
Marblehead Branch	3.50	3.50	55,843
Gloucester Branch.	13.50	13.50	338,880
Salisbury Branch ..	3.41	3.41	79,189
Saugus Branch ...	10.10	10.10	236,247
South Reading Br.	8.10	8.10	299,468
Easton Branch	3.78	3.78	55,894
Essex (owned by			
Eastern)	19.86	19.86	747,008
Harbor Branch ...	1.32	1.32	.....
Fairhaven Branch ..	15.11	15.11	491,516
Fitchburg	50.93	50.93	.....
Watertown Branch	7.85	7.85	3,540,000
Lancast. & Sterl. B.	9.00	9.00	.....
Fitchb'g & Worcester	13.99	13.99	333,894
Gr. Junction & Depot	9.00	9.00	1,946,942
Hampsh. & Hampden	24.96	23.96	577,583
Horn Pond	0.66	0.66	15,238
Lexingt. & W. Camb.	6.63	6.63	251,258
Lowell and Lawrence	12.35	12.35	363,158
Malden and Melrose.	3.41	3.41	57,680
Marlboro' Branch ...	3.90	3.90	156,185
Medway Branch	3.60	3.60	37,909
Metropolitan	3.34	3.34	291,839
Branches	6.93	6.93	.....
Middleboro' & T'nton	8.03	8.03	153,943
Middlesex	3.49	3.49	.....
Somerville Branch.	0.43	0.43	295,100
Bunker Hill Br. ...	1.06	1.06	.....
Midland	12.62	12.62	.....
Norfolk County ...	25.96	25.96	3,692,144
Southbr. & Black-			
stone (8 m. in Ct.)	22.76	22.76	.....
Nashua and Lowell			
(6.22 m. in N. H.)	14.58	14.58	654,603
N. Bedford & Taunt.	20.13	20.13	547,487
Harbor Branch	1.46	1.46	.....
Newburyport	14.58	14.58	.....
Danvers & G'orget'n			
Division	12.39	12.39	648,969
Newton	2.87	2.87	25,941
New York & Boston.	32.00	8.60	434,334
Old Colony & Fall R.	37.26	37.26	.....
Fall River Branch.	42.24	42.24	3,434,164
Bridgewater Br. ...	7.76	7.76	.....
Peterboro' & Shirley	14.10	14.10	265,327
Pittsfield & N. Adams	18.65	18.65	443,678
Provid., Warr. & Brist.			
(9 m. in R. I.)	13.60	13.60	437,667
Provid. & Worcester			
(18 m. in R. I.)	43.41	43.41	1,761,543
Salem and Lowell ...	16.88	16.88	449,530
Somerville	3.89	3.89	59,500
South Shore	11.50	11.50	501,593
Stockbridge & Pittsf.	21.93	21.93	448,700
Stony Brook	13.16	13.16	267,383
Stoughton Branch ...	4.04	4.04	99,478
Taunton Branch	11.00	11.00	313,156
Taunton River Br.	0.58	0.58	.....
Troy and Greenfield			
(and Tunnel)	42.55	7.00	647,520
Union (Transport'n)	.....	.....	194,542
Vermont & Mass.			
(10.50 in Vt.)	69.00	69.00	3,268,371
Greenfield Branch.	8.00	8.00	248,495
Waltham & Watert'n	2.13	2.13	19,700
West Cambridge	1.56	1.56	12,250
Western	117.81	117.81	8,443,881
West Roxbury	2.54	2.54	43,707
West Stockbridge ...	2.75	2.75	41,516
Worcester & Nashua			
(6.57 m. in N. H.)	45.67	45.67	1,328,868
Total attr'd to Mass.	1,441.98	1,369.70	\$62,407,299
Deduct parts of road			
in other States ..	101.72	101.72	4,603,377
	1,340.26	1,267.98	\$57,803,922
Add parts of r'd at-			
trib'd to other St's	46.37	46.37	1,973,956
Act'l total of Mass.	1,386.63	1,314.35	\$59,777,878
5. RHODE ISLAND.			
N. Y., Provid. & Bost.			
(1 m. in Ct.)	50.00	50.00	\$1,820,900
New York and Boston	32.50	.....	153,312
Total attrib'd to R. I.	82.50	50.00	\$1,974,212
Deduct parts of road			
in other States	1.00	1.00	36,418
	81.50	49.00	\$1,937,794
Add parts of road at-			
trib'd to other St's	55.32	55.32	2,200,594
Actual total of R. I.	136.82	104.32	\$4,138,388
6. CONNECTICUT.			
Danbury and Norwalk	23.81	23.81	\$386,715
Hartford & N. Haven			
(5.87 in Mass.)	61.38	61.38	2,362,019
Middletown Br. ...	9.76	9.76
Hartford Branch ..	0.87	0.87

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Hartf., Prov. & Fishk. (26.32 m. in R. I.)	197.50	122.36	4,205,966
Housatonic	74.00	74.00	2,439,775
Naugatuck	57.00	57.00	1,578,301
N. Hav., N. Lon. & Ston.	50.00	50.00	1,454,040
Stonington, Extens'n.	11.00	11.00	397,837
N. Hav. & Northampton	46.00	46.00	
Farmington, Val. Line	4.66	4.66	
Collinsville Branch	8.00	8.00	1,400,000
Tariffville Branch	1.00	1.00	
N. London Northern (9 m. in Mass.)	66.00	66.00	1,573,568
New York & Boston	80.00	....	257,701
N. York and N. Haven (14.14 m. in N. Y.)	61.25	61.25	5,324,769
Branch	1.00	1.00	
Norwich & Worcester (21 m. in Mass.)	77.00	77.00	2,613,694

Total attributed to Ct.	830.23	675.09	\$23,994,385
Deduct parts of road in other States	76.33	76.33	3,441,711
	753.90	598.76	\$20,552,674
Add parts of road at- trib'd to other St's	9.00	9.00	395,706

Actual total in Conn. 762.90 607.76 \$20,948,380

7. NEW YORK.

Albany & Susqueh'a	140.00	....	\$406,952
Albany & Vermont	32.95	32.95	2,020,667
Albany & W. Stockbr.	38.25	38.25	2,392,984
Atlantic & G. Western	42.50	42.50	1,000,000
Eric City Line	30.50	....
Avon, Genesee and Mt. Morris	15.53	15.53	329,225
Black River & Utica	108.50	39.94	1,237,553
Trenton Falls Br.	2.59	2.59	
Blossburg & Corning	14.81	14.81	496,661
Broadway (Brooklyn)	4.50	4.50	213,069
Brookl. Centr. (B'k'n)	15.00	14.00	600,000
Brooklyn City	31.21	20.15	1,054,107
Buff., Bradf. & Pittsb.	74.20	....	328,850
Buffalo & N. Y. City	60.00	60.00	2,901,868
Buffalo, N. Y. & Erie	142.00	142.00	3,150,762
Buffalo and State Line	68.34	68.34	2,779,994
Cayuga & Susqueh'a	34.61	34.61	1,095,600
Chemung	17.36	17.36	400,000
Eighth Av. (N.Y. City)	5.09	5.09	769,550
Elmira, Jeff. & Canand.	46.84	46.84	1,274,779
Flushing	7.80	7.80	310,963
Grand st. & Maspeth (Brooklyn)	3.50	1.20	120,000
Hicksville & Cold Sp.	6.25	4.00	45,263
Hudson and Boston	17.33	17.33	175,000
Hudson River	143.72	143.72	11,388,279
L. Onta'o, Aub. & N.Y.	73.84	....	392,813
L. Onta'o & Hudson R.	182.00	....	3,675,858
Lebanon Springs	22.50	....	324,548
Long Island	93.50	84.00	2,556,270
Hempstead Branch	2.50	2.50	
New York and Erie	446.00	446.00	35,320,907
Newburg Branch	19.00	19.00	
New York & Harlem	130.75	130.75	8,019,671
Port Morris Branch	2.12	2.12	
N. Y. Central—main Line	297.75	297.75	
Troy & Schen'dy	21.00	21.00	
Syrac. & Roch'r L.	104.00	104.00	
Batav. & Attica Br.	11.00	11.00	30,840,714
Roch'r & Niag'a L.	74.75	74.75	
Tonawanda Br.	12.25	12.25	
Buff. & Lewist'n L.	28.25	28.25	
Roch'r & Charl. B.	6.88	6.88	
Nia. Bridge & Canand.	98.57	98.57	3,505,611
Tonawanda Branch	1.64	1.64	
Ninth Av. (N. Y. City)	13.00	3.50	362,694
Nia. F. and L. Onta'o	13.15	13.15	393,729
Ogdensb'g (North'n)	118.00	118.00	4,799,287
Champlain Branch	1.50	1.50	
Oswego and Syracuse	35.91	35.91	775,677
Plattsburg & Mont'r'l	23.17	23.17	349,775
Potsdam & Watert'n	75.36	75.36	1,594,956
Rensselaer & Sarat.	25.26	25.26	901,025
Roch'r & Genes. Val.	18.45	18.45	653,927
Sack. Harb. & Ellisb'g	18.50	18.50	389,310
Saratoga & Schen'dy	21.50	21.50	480,684

Saratoga & Whitehall	40.86	48.60	1,891,993
Rutland Branch	6.66	6.66	
Sec'd Av. (N. Y. City)	8.00	8.00	1,051,853
Sixth Av. (N. Y. City)	12.00	4.00	877,336
Staten Island	13.20	13.20	300,000
Syr., Bing. & N. Y.	79.69	79.69	2,717,309
Union Branch	1.25	1.25	133,983
Third Av. (N. Y. City)	8.00	8.00	1,564,098
Troy and Bennington	5.38	5.38	235,918
Troy and Boston	34.91	34.91	1,510,513
Troy and Greenbush	6.00	6.00	294,731
Troy and Rutland	17.27	17.27	349,939
Troy Union & Depot	2.14	2.14	723,114
Union (Ramapo)	0.25	0.25	50,000
Watertown and Rome	96.76	96.76	2,159,502

Total attr'd to N. Y. 3,420.05 2,773.64 \$143,410,871

Add parts of road
att'd to other St's 35.32 35.32 1,848,921

Actual total of N. Y. 3,455.37 2,808.96 \$145,259,792

8. NEW JERSEY.

Belvidere Delaware	64.21	64.21	\$3,192,269
Burlingt. & Mt. Holly	7.12	7.12	120,000
Camden and Amboy	61.28	61.28	
New Brunswick & Trenton Line	31.09	31.09	5,709,637
Camden and Atlantic	60.23	60.23	1,798,141
Camd. & Woodbury	9.00	9.00	
Central of N. Jersey	63.80	63.80	5,624,600
Extra Track	48.00	48.00	
Flemington	12.00	12.00	284,584
Freehold & Jamesb'g	17.00	11.50	221,877
Long Dock & Tunnel	2.88	2.88	2,000,000
Millst'ne & N. Br'ns	6.62	6.62	111,114
Millville & Glassboro	22.30	22.30	186,000
Morris and Essex	92.00	53.52	1,622,556
New Jersey	33.80	33.80	4,968,000
Newark & Bloomfield	14.00	6.00	105,206
Northern	21.27	21.27	365,344
Paterson and Hudson	14.50	14.50	630,000
Paterson & Ramapo	15.12	15.12	350,000
Perth Amboy, Wood- bridge & Rahway	6.50	....	....
Raritan & Delaw. Bay	125.00	18.00	300,000
Long Branch Br.	4.00	4.00	
Sussex	12.00	12.00	390,103
Warren	21.04	21.04	1,635,313
West Jersey	60.00	9.00	280,277
Other roads	20.00	20.00	500,000

Actual total of N. J. 844.76 627.28 \$30,395,021

9. PENNSYLVANIA.

Alleghany Valley	176.41	45.00	\$1,765,300
Allentown	38.00	....	237,840
Atlantic & Gt. West'n	88.00	....	500,000
Barclay Coal	16.50	16.50	261,609
Bedford	19.75	....	200,000
Beaver Meadow	20.47	20.47	
Branches	31.76	31.76	1,226,791
Bellefonte & Snoe Sh.	18.33	18.33	366,600
Catasauqua	13.00	10.00	100,000
Cataw. Will'p't & Erie	64.00	64.00	4,059,767
Chartiers Valley	26.00	....	200,000
Chester Valley	21.50	21.50	1,371,900
Chestnut Hill	4.16	4.16	121,400
Cumberland Valley	52.00	52.00	1,225,972
Del., Le'h'h & W'r Gap	36.00	....	100,000
D., Lack'na & West'n	110.70	110.70	8,945,293
Keyser Valley Br.	2.80	2.80	
Del. & Hudson Canal Company's R. R.	26.50	26.50	1,792,829
Branches	1.00	1.00	
Mine Roads	32.00	32.00	
East Mahanoy	12.00	....	500,000
East Pennsylvania	36.00	36.00	1,100,000
Erie and Northeast	18.50	18.50	700,000
Erie and Pittsburg	80.34	40.25	680,000
Fayette County	12.69	12.69	130,000
Fr'klin (6.5 m. in Md.)	22.50	22.50	525,000
Gettysburg	17.12	17.12	274,481
Hanover	12.20	12.20	202,095
Harrisburg & Lancas.	36.00	36.00	1,882,545
Columbia Branch	18.00	18.00	
Hazleton and Lehigh	14.50	14.50	400,000
Hemp'd (9 m. in Va.)	76.30	32.00	1,809,563

Huntingdon & Broad Top Mountain	31.25	31.25	1,354,930
Branches (three)	11.25	11.25	
Lackawanna	9.00	9.00	180,000
Lackaw'a & Bloomsb.	53.74	....	100,000
Lack'a & Lanesboro'	80.00	80.00	2,500,000
Lehigh Luzerne	20.00	9.00	253,466
Eckley Branch	1.50	1.50	
Lehigh & Susqueh'a	19.71	19.71	1,380,000
Lehigh Valley	45.50	45.50	3,596,724
Little Schuylkill	28.00	28.00	
Wabash Branch	3.50	3.50	3,178,120
Greenwood Branch	2.00	2.00	
Littlestown	7.25	7.25	76,000
Lorberry Creek	5.13	5.13	10,000
Lykens Valley	15.50	15.50	
South Mountain Br.	2.00	2.00	429,000
Lykens V'y C'l Br.	2.20	2.20	
M'Cauley's Mountain	6.00	6.00	200,000
McKean County	25.00	....	100,000
M. Ch'k & Sum't Hill	6.25	6.25	
Branches	20.00	20.00	1,000,000
Mill Cr'k & Mine Hill	4.09	4.09	
Br'ches (22 in no.)	8.43	8.43	310,850
Mine Hill & S. Haven	24.50	24.50	
Branches & Exten.	47.78	47.78	2,861,066
Mount Carbon	1.26	1.26	
Northwest Branch	2.50	2.50	204,500
Northeast Branch	2.50	2.50	
North Lebanon	7.52	7.52	
Branches (three)	0.68	0.68	309,19 5
North Pennsylvania	55.26	55.26	
Doylestown Branch	10.08	10.08	6,236,678
Shimersville Br.	1.81	1.81	
Pennsylvania	331.14	331.14	
Holidaysburg Br.	9.08	9.08	26,584,221
Indiana Branch	18.99	18.99	
Pennsylvania Coal	47.00	47.00	1,998,919
Phila. & Balt. Central (41 1/2 m. in Md.)	78.00	18.75	474,69
Phila. City Pass. viz:			
Citizens	8.50	8.50	200,00 0
Delaware County	3.00	3.00	27,00 0
Frankf. & S'thwark	16.50	16.50	551,00 0
Fairmount	5.00	5.00	140,000
Fairm't & Arch st.	5.00	5.00	180,000
Germ'tn, 4. & 8. st.	17.25	17.25	300,000
Girard College	5.50	5.50	160,000
Green & Coates st.	5.25	5.25	220,000
Hestonville, Mantua and Fairmount	7.00	7.00	100,00
North Philadelphia	5.50	5.50	300,00
Phil. & Gray's Ferry	7.00	7.00	176,00
Philadelphia City	4.00	4.00	100,00
Phila. and Derby	4.25	4.25	117,20
Richm. & Schuylk.	5.25	5.25	50,00
Ridge Av. & Man'k	9.00	9.00	185,00
2d and 3d sts.	18.75	18.75	401,08
17th and 19th sts.	6.00	6.00	120,00
13th and 15th sts.	6.00	6.00	90,00
West Philadelphia	9.25	9.25	255,00
P., Germ'n & Norrist'n	17.06	17.06	
Germantown Br.	3.14	3.14	1,672,387
Phila. and Reading	95.00	95.00	
Lebanon Valley L.	54.00	54.00	24,070,83
Willow st. Branch	5.00	5.00	
Phila. and Trenton	28.20	28.20	607,66
Phila., Wilm. & Balt. (56 m. in Md. and 23 m. in Del.)	98.00	98.00	
Port Deposit Br'ch (all in Md.)	6.00	6.00	7,788,78
Pittsb. and Connells	147.00	48.00	2,441,300
Pittsb., Newcastle & Cleveland	13.00	13.00	100,00 0
Pittsb., Ft. W. & Chic. (416 m. in O., Ind. and Ill.)	465.00	465.00	15,557,778
Pittsb. and Stenben	....	....
(7 m. in Va.)	42.00	7.00	1,760,61 6
Quakake	14.09	14.09	668,93 3
Schuylkill and Susq'a	54.00	54.00	2,699,374
Schuylkill Valley	9.23	9.23	
Br'ches (31 in no.)	15.22	15.22	568,15 0
Shamok. V. & Pottsv.	28.03	28.03	
Lancaster Col'y Br.	1.12	1.12	1,694,406
Strasburg	4.25	4.25	100,000

Sunbury and Erie... 289.00	147.00	8,328,016	Richmond & Danville... 140.50	140.50		Brunswick & Florida... 67.20	48.50	755,000
Swatara..... 6.00	6.00	41,780	Midlothian Branch. 1.14	1.14	3,659,668	Central of Georgia... 191.00	181.00	3,700,000
Tioga..... 29.61	29.61	789,281	Manchester Branch. 1.55	1.55		Etowah..... 9.00	9.00	112,500
Trevorton..... 14.50	14.50	792,000	Rich. Fred. & Potom. 75.00	75.00	1,985,579	Dalton and Jacksonv. 91.00		
Tyrone and Clearfield 36.00		400,000	Springfield Branch. 3.50	3.50		Georgia..... 171.00	191.00	
Tyrone & Lock Hav. 53.00	7.00	411,000	Rich. & Petersburg. 22.14	22.14	1,222,528	Athens Branch.... 39.00	39.00	4,156,000
Union Can'l Co.'s R.R. 8.50	8.50	57,500	Port Walthall Br.. 2.75	2.75		Warrenton Branch, 4.00	4.00	
Branch..... 2.25	2.25		Rich. and York River. 38.30	23.66	725,394	Washington Br.... 18.00	18.00	
Venango..... 125.00			R'ke V. (14 m. in N.C.) 22.00	22.00	476,612	Macon & Brunswick, 174.00	37.50	420,172
Westchester..... 9.00	9.00	106,888	Northern Extension. 31.00			Macon and Western. 102.00	102.00	1,501,964
Branch..... 1.25	1.25		Seaboard & Roanoke (17			Main Tr. (Atl. & G.) 163.50	92.00	2,000,000
Westchester & Phila. 26.38	26.38	1,369,872	m. in N. C.)..... 80.00	80.00	1,469,246	Milledgeville & Eatont'n 22.00	22.00	275,901
Will'port & Elmira.. 78.00	78.00	4,081,582	South Side..... 123.00	123.00	4,289,587	Milledgeville & Gordon, 17.00	17.00	213,500
Wrightsv., Y. & Get'b. 18.00	18.00	400,046	City Point Branch.. 9.00	9.00		Muscogee..... 50.00	50.00	936,778
Sundry Coal R. Rs... 300.00	300.00	3,000,000	Virginia Central..... 189.19	179.19	5,362,910	Rome and Kingston. 20.00	20.00	250,000
Total attrib'd to Pa. 4,435.26	3,864.72	\$167,146,232	Virginia & Kentucky. 130.00		105,601	Sav., Albany & Gulf. 68.00	68.00	1,439,007
Deduct parts of road			Virginia & Tennessee. 204.24	204.24	6,851,975	South Western..... 106.00	106.00	
in other States.. 565.00	523.50	21,538,825	Salt Works Branch. 9.42	9.42	245,830	Butler Branch.... 22.00	22.00	4,000,000
	3,570.26	2,841.22	Other branches.... 1.20	1.20	25,000	Fort Gaines.... 78.80	78.80	
Add parts of road			Winchester & Potom. 32.00	32.00	575,830	Eufala Branch.. }		
attr'd to other St's 102.00	102.00	5,922,222	Sundry Coal R'ds not			Western and Atlantic		
			elsewhere acc'd for. 30.00	30.00	300,000	(13 m. in Tenn.).. 138.00	138.00	5,001,497
Actual total in Pa. 3,972.26	2,943.22	\$151,529,629	Total attr'd to Virg. 2,288.62	1,550.04	\$51,143,552	Total attrib'd to Ga. 1,707.20	1,384.50	\$27,186,828
10. DELAWARE.			Deduct parts of road			Add parts of road		
Delaware..... 84.00	84.00	\$1,547,825	in other States.. 48.00	48.00	892,416	attr'd to other St's 30.00	30.00	816,345
Junction & Breakw'r 29.00	8.50	77,040		2,180.72	1,502.04		1,737.20	\$28,003,173
Newcastle & Fr'cht'n 16.19	16.19	744,500	Add parts of road at-			Deduct parts of road		
Nowcastle & Wilm'ton 5.00	5.00	150,000	trib'd to oth'r St's. 303.00	303.00	19,329,560	in other States... 13.00	13.00	370,483
Total attrib'd to Del. 134.19	113.69	\$2,519,365	Actual total in Va. 2,483.62	1,805.04	\$69,580,696	Actual total in Ga. 1,724.20	1,401.50	\$27,632,690
Add parts of road at-			13. NORTH CAROLINA.			16. FLORIDA.		
trib'd to other St's 36.50	23.00	1,851,401	Atla. and N. Carolina. 94.92	94.92	\$2,157,503	Florida..... 154.20	154.20	\$3,000,000
Actual total in Del. 170.69	136.69	\$4,370,766	N. Carolina Central.. 223.00	223.00	4,235,000	Tampa Branch.... 150.00		
11. MARYLAND.			Western N. Carolina.. 273.12	81.00	2,000,000	Florida and Alabama, 45.10	45.10	900,000
Annapolis & Elkridge 20.51	20.51	\$442,000	Branch to Newton. 3.00	3.00		F., Atl. & Gulf Central, 59.30	59.30	1,186,000
Baltimore City Pass'r 20.00	10.00	200,000	Raleigh and Gaston.. 97.00	97.00	1,240,241	Pensacola & Georgia 297.00	37.00	1,000,000
Baltimore and Ohio			Western (Fayetteville). 41.50	41.50	830,000	Monticello Branch, 3.90	3.90	
(27 m. in Va.).... 379.60	379.60	24,891,415	Wil. Char. Rutherfordn. 184.00	54.00	1,160,000	Perdido and Junction 6.00	6.00	50,000
Branches..... 7.20	7.20		Wil. & Manchestr. (99			Tallahassee..... 21.00	21.00	425,000
Washington Br.... 30.00	30.00	1,650,000	m. in S. C.)..... 161.50	161.50	2,869,223	Actual total in Flo. 736.50	326.50	\$6,561,000
Baltimore & Potomac 70.00			Wilmington & Weld'n. 161.50	161.50	3,076,588	17. ALABAMA.		
Cumberland C. & I.. 10.40	10.40	500,000	Branch to Tarboro'. 15.00	15.00	120,000	Ala. and Florida.... 115.60	65.00	\$1,451,336
Mine Branches.... 3.50	3.50		Total attr'd to N. C. 1,257.04	931.92	\$17,688,555	Ala. and Miss. Rivers 88.30	30.30	518,965
Cumberland and Pa. 25.00	25.00	1,254,992	Deduct parts of road			Ala. and Tenn. Rivers, 167.40	109.80	2,446,833
Mine Branches.... 2.50	2.50		in other States... 99.00	99.00	1,590,237	Marion..... 14.00	14.00	280,000
Eastern Shore..... 38.00	6.50	125,000		1,158.04	832.92	Mobile and Girard.. 228.30	57.30	2,000,000
George's Creek..... 21.00	21.00	600,000	Add parts of roads at-			Mob. and Gr. North'n 67.20		200,000
Maryland & Delaware			trib'd to oth'r St's. 54.00	54.00	986,182	Mob. & Ohio (in Ala.) 63.00	63.00	1,787,373
(13.50 m. in Del.).. 53.50		240,000	Actual total in N. C. 1,212.04	886.92	\$17,084,500	Mont'g'y and W. Point 88.50	88.50	2,265,983
Metropolitan..... 41.00		50,000	14. SOUTH CAROLINA.			Opelika Branch... 28.40	28.40	
Northern Central (102			Blue Ridge..... 55.00	33.00	\$2,989,165	N. East and S. West. 213.80		600,000
m. in Penna.).... 138.00	138.00	8,244,636	Branch..... 1.50	1.50		Selma and Gulf..... 58.80		588,000
Tide Water Branch 4.00	4.00		Charlest. & Savannah			Tennessee and Coosa, 36.50		200,000
Western Maryland.. 80.00	18.00	240,000	(15 m. in Ga.).... 103.32	103.32	2,500,000	Tenn. & Ala. Central 26.10	26.10	781,500
Sundry Coal Roads,			Charlotte and S. Car.			Wills' Valley..... 82.00		410,000
not otherwise ac-			6 m. in N. C.).... 109.60	109.60	1,719,045	Total attr'd to Ala. 1,277.90	482.40	\$13,529,990
counted for..... 50.00	50.00	1,000,000	Cheraw and Darlington 40.30	40.30	612,000	Add parts of road		
Total attrib'd to Md. 994.31	726.31	\$39,438,043	Cheraw and C. Fields 57.00			att'd to other St's 161.00	161.00	3,721,497
Deduct parts of road			Greenv. & Columbia. 143.25	143.25		Actual total in Ala. 1,438.90	643.40	\$17,261,487
in other States.... 402.50	389.00	24,489,417	Abbeville Branch. 11.50	11.50	2,763,930	18. MISSISSIPPI.		
	591.81	337.31	Anderson Branch. 9.50	9.50		Gr. Gulf & P. Gibson. 8.00	8.00	\$200,000
Add parts of road at-			King's Mountain.... 22.50	22.50	225,000	Mississippi Central (49		
trib'd to other St. 110.00	68.50	5,080,658	Laurens..... 32.00	32.00	543,403	m. in Tenn.)..... 236.00	236.00	5,722,312
Actual total in Md. 701.81	405.81	\$19,979,284	North Eastern..... 102.00	102.00	2,053,315	Mississippi and Tenn.		
12. VIRGINIA.			South Carolina..... 136.00	136.00	6,503,106	(10 1/2 m. in Tenn.) 99.20	99.20	2,000,000
Alex. Loud. & Hamp. 160.00	41.51	\$1,533,038	Columbia Branch. 68.00	68.00		Mob. & O. (in Miss.) 270.00	198.00	5,617,458
Alexandria & Wash.. 6.00	6.00	120,000	Camden Branch... 38.00	38.00		Columbus Branch, 14.50	13.50	383,003
Blue Ridge..... 16.81	16.81	1,604,761	Spartanburg & Union 67.00	40.00	1,000,000	N.O., Jack. & Gr. Nor. 118.00	118.00	4,720,000
Clover Hill..... 18.50	18.50	185,000	Total attrib'd to S. C. 996.47	890.47	\$20,908,964	Raymond Branch... 7.00	7.00	100,000
Covington and Ohio.. 224.00		1,905,644	Deduct parts of road			Southern Mississippi. 143.60	143.60	4,308,000
Fredericks. & Gord.. 45.00		221,572	in other States.... 21.00	21.00	453,766	Total attr'd to Miss. 896.30	823.30	\$23,050,778
Manassas Gap..... 139.30	77.77			975.47	869.47	Deduct parts of road		
Port Royal Branch.. 1.00		3,153,228	Add parts of road at-			in other States.... 59.50	59.50	1,324,463
Gainesville Branch. 7.96	7.96		trib'd to other St's 99.00	99.00	1,590,237		886.85	763.80
Harper's Ferry Br. 44.12			Actual total in S. C. 1,074.47	968.47	\$22,045,435	Add parts of road at-		
Norfolk & Petersburg. 80.00	80.00	1,973,983	15. GEORGIA.			trib'd to other Sts. 34.00	34.00	1,260,055
North West. Virginia. 103.50	103.50	5,683,753	Atlanta and W. Point, 86.70	86.70	\$1,192,389	Actual total in Miss. 870.80	797.80	\$22,986,370
Orange & Alexand'a. 88.30	88.30	3,335,090	Augusta & Savannah, 53.00	53.00	1,032,200	19. LOUISIANA.		
Warrenton Branch. 8.90	8.90		Barnesv. & Thomast'n 16.00	16.00	200,000	B. R. Gros T. & Op... 46.00	17.00	\$327,009
Lynchburg Ext'n. 59.50	59.50	2,919,925						
Pe'rab. (8 m. in N.C.) 62.00	62.00	1,259,854						
Gas. Br. (9 m. in N.C.) 48.00	48.00							

Clint. & Port Hudson.	22.00	22.00	750,666
Mexican Gulf.....	27.00	27.00	662,910
Milb'g & L. Pont'n.	6.00	6.00	212,988
N. Orleans & Carol'n.	6.50	6.50	500,000
Branches.....	8.50	8.50	
N. O. Jack. & G. Nor.			
(in La.).....	88.00	88.00	3,520,000
N. O., Ope. & G. West.	258.00	80.00	4,137,449
Houston Branch.....	161.00		
Vi'ksb., Shrev't & Tex.	139.00	53.75	1,662,691
West Feliciana.....	26.00	26.00	620,000

Total attrib'd to La.	838.00	334.75	\$12,893,124
Deduct parts of road			
in other States...	7.00	7.00	200,000

Actual total in La.	831.00	327.75	\$13,193,124
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20. TEXAS.			
B. Bay., Braz. & Col.	160.00	32.00	\$1,000,000
Eastern Texas.....	140.00		200,000
Gal., Hous'n & Hend'n.	240.00	72.00	2,000,000
Houston & N. Orleans.	96.00		1,000,000
Houston Tap.....	7.00	7.00	200,000
Hous'n Tap & Braz'a.	73.00	53.00	1,200,000
Hous'n & Tex. Cent'l.	356.00	78.00	2,000,000
Memp. El Paso & Pac.	225.00		
Sabine and Rio Gra'e.	452.00		100,000
S. Ant'o & Mex. Gulf.	135.00	25.00	500,000
Southern Pacific.....	783.00	27.50	1,000,000

Actual total in Tex.	2,667.00	294.50	\$9,200,000
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21. ARKANSAS.			
Cairo and Fulton...	301.00		\$300,000
Lit. Rock & Ft. Sm'h.	155.00		100,000
Lit. Rock & Napole'n.	99.33		400,000
Memphis & Lit. Rock.	146.00	38.50	1,000,000

Actual total in Ark's.	701.33	38.50	\$1,800,000
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22. MISSOURI.			
Cairo and Fulton....	78.00	26.00	\$595,879
Chariton & Rando'h.	87.00	37.00	740,000
Cameron & Kan's C'y.	46.00	14.00	320,000
Hann'l & St. Joseph.	206.80	206.80	10,961,309
North Missouri.....	236.75	168.75	5,868,677
Pacific of Missouri...	282.00	168.00	10,557,802
South Western Br.	283.00	47.00	2,394,825
Platte County.....	150.40	34.90	1,000,000
Quincy and Palmyra.	10.50	10.50	250,000
St. Louis & Iron Mt.	86.50	86.50	5,392,377
Potosi Branch....	3.65	3.65	67,224
St. Louis City Horse			
Railroads.....	10.00	10.00	250,000

Actual total in Mo.	1,430.60	813.10	\$35,398,093
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23. TENNESSEE.			
Central Southern.....	47.58	35.50	\$934,601
Cleve'd & Chattanooga.	30.00	30.00	867,210
East Tenn. & Georgia			
(15 m. in Ga.).....	110.80	110.80	3,637,367
East Tenn. and Va....	130.28	130.28	2,866,297
Edgefield and Ky....	46.70	46.70	1,200,000
Knoxville and Ky....	63.00	10.00	400,000

Memp. & Char'n (27 m.			
in Miss. and 157 m.			
in Ala.).....	271.00	271.00	
Somerville Bra'h....	16.00	16.00	6,744,537
Flor. Br. (in Ala.)...	4.00	4.00	

Memphis and Ohio...	130.60	130.60	3,000,000
Memp. Clarksv. & L'v.	56.80	56.80	1,250,000
McMinnv. & Manch'r.	34.20	34.20	590,623
Mobile and Ohio.....	121.30	69.00	1,957,599
Nashv. and Chattan'a.	149.75	149.75	3,632,882

Shelbyville Branch.	9.00	9.00	
Nashv. & North-west-			
ern (7 1/2 m. in Ky.)	175.00	175.00	3,500,000
Rogersv. & Jefferson.	14.00	14.00	200,000
Tenn. and Alabama...	57.52	45.81	1,185,053
Winchester and Ala.	38.10	38.10	629,962

Total attr'd to Tenn.	1,505.63	1,376.54	\$32,596,131
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Deduct parts of road			
in other States...	210.50	210.50	4,697,897

	1,295.13	1,166.04	\$27,878,234
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Add parts of road at-			
trib'd to oth'r St's.	117.50	117.50	2,894,946

Actual total in Tenn.	1,412.63	1,283.54	\$30,792,180
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24. KENTUCKY.			
Breckenridge Coal...	8.50	8.50	\$312,000
Covington & Lexin'n.	80.00	80.00	3,317,891
Lexington & B. San'y.	133.00	17.00	694,024
Lexington & Danville.	35.00	13.00	824,488
Lexington & Frank'd.	29.00	29.00	642,702
Louisville & Frank'd.	65.10	65.10	1,567,894
Louisville & Nashvi'e.	184.50	184.50	
Memphis Branch....	31.70	31.70	6,500,000
Lebanon Branch....	37.60	37.60	
Maysvi'e & Lexingt'n.	89.00	18.80	575,000
Mobile and Ohio....	44.50	20.00	567,601
N. Orleans and Ohio			
(Paducah Branch).	58.50	58.50	1,500,000
Port. & Louisv. (Horse)	5.00	5.00	100,000

Total attrib'd to Ky.	801.40	568.70	\$17,601,600
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Deduct parts of road			
in other States...	45.00	45.00	1,200,000

	756.40	523.70	\$16,401,600
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Add parts of road at-			
trib'd to oth'r St's.	7.50	7.50	150,000

Actual total in Ky.	763.90	531.20	\$16,551,600
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25. OHIO.			
Ashtab. & New Lis'n.	84.62		\$600,000
Atlantic & G. West'n.			
Bellefont'e and Ind'a.	118.23	118.23	3,088,218
Carrollton Branch....	11.50	11.50	225,000
Central Ohio.....	137.00	137.00	6,502,168
Cin., Hamil'n & Day'n.	60.00	60.00	3,419,545
Cin. City Horse RR'ds.	20.00	20.00	500,000
Cin. Wilm. & Zanesv.	162.80	131.80	6,258,841
Cleve'd, Colum. & Cin.	135.40	135.40	4,772,526
Delaware Curve....	5.80	5.80	
Cleve'd and Mahon'g.	85.00	67.00	1,920,953
Cle'd, Pal'esv. & Asht.	96.60	96.60	3,987,075
Cleveland and Pittsb.	101.00	101.00	

Tuscaraw's Exten'n.	32.00	32.00	
Hanover Branch....	1.50	1.50	9,320,288
Beaver Extension....	22.00	22.00	
Wheeling Extensi'n.	47.00	47.00	
Cleve'd & Tol-N. Div.	109.20	109.20	7,187,250
" " S. Div.	79.40	79.40	
Cleve'd, Zanesv. & Cin.	114.40	61.30	1,574,693
Clinton Line.....	55.30		1,000,000
Clinton Line Exten'n.	94.30		1,983,000
Columbus & Indian's.	103.00	103.00	3,090,000
Columbus and Xenia.	54.60	54.60	1,781,933
Dayton and Cincinnati.	53.20		2,000,000
Dayton and Michig'n.	144.00	144.00	5,672,797
Dayton and Western.	36.60	36.60	1,104,086
Dayton, Xenia & Belp.	63.00	16.00	860,496
Eaton and Hamilton.	42.50	42.50	1,217,859
Four Mile Valley....	34.00		340,000
Fremont and Indiana.	120.00	26.00	1,500,000
Greenville and Miami.	32.00	32.00	888,000
Iron.....	47.00	13.00	219,121
Little Miami.....	83.40	83.40	3,981,482
Marietta and Cin....	173.80	173.80	10,633,213
Hillsboro' Branch...	21.60	21.60	
Ohio & Miss. (172 m.			
in Ind.).....	192.30	192.30	18,635,687
Pittsb., Col. and Cin.	117.00	117.00	4,772,951
Cadiz Branch.....	8.00	8.00	
Pittsb., Maysv. & Cin.	225.00		500,000
Sand'y, Dayton & Cin.	153.00	153.00	
Old Line.....	52.00	52.00	4,594,156
Findlay Branch....	16.00	16.00	
Sand'y, Ma'sf. & New'k.	116.00	116.00	2,141,811
Huron Branch.....	9.00	9.00	
Scioto & Hock'g Va'y.	130.00	55.60	1,103,975
Springfield and Col.	53.00	19.50	346,500
Sp'g'd, Mt. Ver. & P'tsb.	112.00	49.80	2,205,000
Tiffin and Fort Wayne.	102.70		102,700
Tol'o, Wab'h & West.			
(172 m. in Ohio)...	243.00	243.00	10,542,000

Total attr'd to Ohio.	4,090.75	3,014.53	\$130,903,993
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Deduct parts of road			
in other states...	344.00	344.00	24,781,016

	3,746.75	2,670.53	\$105,122,977
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Add parts road attri-			
but'd to oth'r St's.	236.50	386.50	12,230,189

Actual total in Ohio.	4,133.25	3,057.03	\$117,353,116
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26. MICHIGAN.			
Amboy, Lansing and			
Traverse Bay.....	192.00		\$1,000,000
Bay de Noq't & Marq.	20.50	20.50	400,000
Chicago, Detroit and			
Canada Gr. Junction.	57.00	57.00	1,140,000
Detroit & Milw'kee...	188.00	188.00	9,008,369
Det., Monroe & Tol.	51.00	51.00	1,202,821
Flint & P. Marquette.	173.00	33.00	1,000,000
Grand Rapids & Ind.	183.00		500,000
Iron Mountain.....	25.00	25.00	600,000
Michigan Central....	284.80	284.80	13,158,958
Mich. South. (101 m.			
in Ind. & 12 m. in Ill.)	246.00	246.00	
Constantine Br....	4.00	4.00	
Old Goshen Br. (in			
Ind.).....	10.00	10.00	
Michigan City Br.			
(in Ind.).....	14.00	14.00	
St. Jos. Val'y Line	8.00	8.00	
Jackson Branch....	42.00	42.00	
Gosh. Air D. (60 m.			
in O. & 60 m. in			
Ind.).....	120.00	120.00	16,717,456
Toledo Section (in			
Ohio).....	3.60	3.00	
Detroit, Monroe &			
Toledo (in Ohio)	7.00	7.00	
Erie & Kalamazoo			
(12 m. in Ohio).	30.00	30.00	
P. Huron and Milw..	89.80		1,000,000

Total attr'd to Mich.	1,748.10	1,143.30	\$45,727,604
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Deduct parts of road			
in other States...	336.00	336.00	12,111,843

Actual tot. in Mich.	1,412.10	807.30	\$33,615,761
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27. INDIANA.			
Chic. and Cincinnati.	104.00		\$1,000,000
Cincinnati and Chic.	108.00	108.00	2,080,433
Cin., Peru and Chic.	102.00	29.00	1,000,000
Cin. and Indianapolis			
June. (26 m. in O.)	99.10	37.00	1,500,000
Evansv. & Crawfordsv.	109.00	109.00	2,233,413
Ev., Ind'pol. and Cleve.	155.00		120,000
Indiana Central.....	72.40	72.40	1,910,361
Ind. and Ill. Central.	70.00		700,000
Indianap. and Cin....	89.80	89.80	
Cincin. Extension			
(17 1/2 m. in Ohio)	20.20	20.20	3,458,108
Ind., Pittsb. and Cleve.	82.77	82.77	1,837,368
Jeffersonville.....	78.00	78.00	1,839,576
Joliet & North'n Ind.			
(30 m. in Ill.).....	45.00	45.00	1,300,000
Knightst'n & Shelbyv.	27.00	27.00	270,000
Lafayette & Indianap.	64.00	64.00	1,856,287
Louisv., New Albany			
and Chicago.....	288.00	288.00	6,000,000
Madison & Indianap.	86.00	86.00	
Martinsville Br....	26.00	26.00	3,000,000
Shelbyville Branch.	23.00	23.00	
Peru and Indianap....	74.00	74.00	2,000,000
Rushv. and Shelbyv.	20.00	20.00	320,000
Shelbyville Lateral...	16.00	16.00	160,000
Terre H. and Richm..	73.00	73.00	1,611,450
Toledo, Log. and Burl.	47.00	47.00	1,000,000
Union Track & Depot			
at Indianapolis....	3.50	3.50	265,033

Total attr'd to Ind.	1,882.77	1,418.67	\$35,462,029
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Deduct parts of road			
in other States...	73.50	73.50	1,210,000

	1,809.27	1,345.17	\$34,252,029
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Add parts of road			
attr'd to other St's.	713.00	713.00	37,721,640

Actual total in Ind.	2
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Gal'n and Chic. Uni'n.	121.00	121.00	
Fult'n and Iowa L.	105.50	105.50	
Fulton Extension.	1.75	1.00	9,358,814
Beloit Branch	21.00	21.75	
Elgin Branch	1.50	1.50	
St. Chas. Air Line.	10.50	10.50	
Great Western	175.00	175.00	5,500,000
Meredosia Bran'h.	7.00	7.00	
Illinois Central	308.40	308.40	
Chicago Branch	252.50	252.50	23,726,240
Galena Branch	146.40	146.40	
Illinois Coal	4.00	4.00	100,000
Ill. and Ind. Central	74.50	.....	100,000
Illinois River	81.50	81.50	1,600,000
Jacks'o'v., Alt. & St. L.	65.00	.....	650,000
Joliet and Chicago	35.00	35.00	750,000
Mound City	3.00	3.00	60,000
Northern Illinois	35.80	.....	360,000
Ohio and Miss.	148.00	148.00	4,870,686
Peoria & Bureau V'y.	46.60	46.60	2,106,000
Peoria and Hannibal	129.00	.....	1,290,000
Peoria and Oquaw'a.	94.00	94.00	5,545,000
Eastern Extension	124.00	124.00	
Quincy and Chicago	100.00	100.00	1,978,555
Quincy and Eastern	43.00	43.00	860,000
Rockford	28.00	28.00	560,000
Rock Island Bridge	1.00	1.00	250,000
Ro'k Is'd and Peoria	11.00	11.00	220,000
St. L., Alt. & R'k Is'd	120.00	.....	1,000,000
Ster'l'g and Rock Isl.	52.00	52.00	1,040,000
Sycamore and Cort'l'd.	5.00	5.00	50,000
T. Haut, Alt. & St. L.	168.50	168.50	
St. Louis Branch	25.00	25.00	8,865,252
Belleville Division	14.80	14.80	
Tonica and Petersb'g	120.00	.....	1,000,000
Warsaw and Peoria	83.00	.....	500,000

Total attr'd to Ills.	3,573.90	2,946.60	\$109,522,234
Dedu't parts of road in other States..	127.00	127.00	5,871,618
	3,446.90	2,819.60	\$103,650,616

Add p'ts of road attr'd to oth'r St's.	105.00	105.00	3,324,915
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Actual total in Ills.	3,551.40	2,924.60	\$106,975,581
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29. WISCONSIN.			
Beloit and Madison	58.00	17.30	\$350,000
Kenosha and Rock'd	28.00	28.00	1,000,000
Manitowoc and Miss.	220.00	7.50	500,000
Milwaukee and Beloit	43.00	.....	435,000
Milw'kee and Chicago	40.00	40.00	1,830,073
Milw'kee and Horicon	69.80	42.00	919,757
Milw. and Minnesota	199.89	199.89	10,000,000
Milw. and Mississ.	191.90	191.90	
Janesville Branch	8.70	8.70	8,114,126
Southern Line	33.80	33.80	
Milw. and Superior	380.00	18.00	460,000
Milw., Watertown and Baraboo Valley	135.00	57.00	1,500,000
Mineral Point	32.00	32.00	1,000,000
Racine & Mississippi (35 m. in Ill.)	104.00	104.00	3,802,016
St. Croix & L. Super'r	242.00	.....	.....
Sheboygan and Miss.	260.00	20.00	500,000
Watert'n & Madison	34.00	.....	340,000
Wisconsin Central	65.00	10.00	600,000

Total attr'd to Wis.	2,145.09	810.09	\$31,350,972
Deduct parts of r'd in other States...	35.00	35.00	1,279,435

	2,110.09	775.09	\$30,071,537
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Add parts of road attr'd to other St's	127.00	127.00	5,871,618
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Actual tot. in Wis.	2,237.09	902.09	\$36,943,155
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30. MINNESOTA.			
Minneap. and Cedar Rapids	112.50	\$.....
Minnesota and Pacific	220.00
Pembina Line	400.00	.....	.....
Minnesota Transit	200.00	.....	.....
Minnesota Southern	175.00
Root River Valley	60.00

Actual total in Min.	1,167.50
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31. IOWA.			
Burlington and Mo.	276.50	93.00	\$2,000,000
Cedar Rapids and Mo.	220.00
Chic., Iowa and Nebr.	82.00	82.00	1,860,251
Dubuque and Pacific	89.00	81.00	3,500,000
Tete des Morts Br.	10.00	.....	.....
Dub. and Sioux City	230.00	.....	.....
Dubuque Western	35.00	35.00	700,000
Iowa Central Air Line	438.00	.....	.....
Keok'k, F. des Moines and Minnesota	139.80	46.00	1,120,375
K., Mt. Pleas. & Musc.	68.50	11.20	777,279
Mississippi and Mo.	312.00	123.00	6,000,000
Muscatine Branch	12.60	12.60	
Muscat. & Oskaloosa	90.40	52.00	1,040,000
Muscatine and Tipton	13.00	13.00	260,000

Actual tot. in Iowa	2,021.80	548.80	\$17,257,905
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32. CALIFORNIA.			
California Central	43.80	43.80	\$1,400,000
California Northern	186.00
Placerv. and Sac'r. V.	28.68	.....	.....
Sacramento Valley	22.50	22.50	1,600,000
S. Fran. and Sacram'o	58.50	.....	500,000
Las Mariposas (Fre-mont's)	3.75	3.75	100,000

Actual total in Calif.	343.23	70.05	\$3,600,000
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RECAPITULATION Showing the actual length and cost of railroads in each State.

States, etc.	Total length of line.	Miles in operation.	Cost of roads and equipment.
Maine	639.36	475.86	\$16,233,261
N. Hampshire	684.29	657.88	22,676,234
Vermont	555.37	575.37	23,240,097
Massachus'ts	1,386.63	1,314.35	59,777,878
Rhode Island	136.82	104.32	4,138,388
Connecticut	762.90	607.76	20,948,380

N. Eastern St.	4,185.37	3,715.54	\$147,014,238
New York	3,455.37	2,808.96	\$145,259,792
New Jersey	844.76	627.28	30,395,031
Pennsylvania	3,972.26	2,943.22	151,529,629
Delaware	170.69	136.69	4,370,766
Md & D. C.	701.81	405.81	19,979,284

Middle Atl. St.	9,144.89	6,921.96	\$351,534,492
Virginia	2,483.62	1,805.04	\$69,580,696
N'th Carolina	1,212.04	886.92	17,084,500
S'th Carolina	1,074.47	978.47	22,045,435
Georgia	1,724.20	1,401.50	27,632,690
Florida	736.50	326.50	6,561,000

S. Atlantic St.	7,230.83	5,298.43	\$142,904,321
Alabama	1,438.90	643.40	\$17,261,487
Mississippi	870.80	797.80	22,986,370
Louisiana	831.00	327.75	12,193,124
Texas	2,667.00	294.50	9,200,000

Gulf States	5,807.70	2,063.45	\$61,640,981
Arkansas	701.33	38.56	\$1,800,000
Missouri	1,430.60	813.10	35,398,093
Tennessee	1,412.63	1,283.54	30,793,180
Kentucky	763.90	531.20	16,551,600

S. Interior St.	4,308.46	2,666.34	\$84,542,873
Ohio	4,133.25	3,067.03	\$117,353,116
Michigan	1,412.10	807.30	33,615,761
Indiana	2,522.27	2,058.17	71,973,669
Illinois	3,551.90	2,924.60	106,975,581
Wisconsin	2,272.09	937.09	37,580,881
Iowa	2,021.80	548.80	17,257,905
Minnesota	1,167.00	.....	2,000,000

N. Inter'r St.	17,080.41	10,332.99	\$386,756,913
California	343.23	70.05	\$3,600,000

Total U. S.	48,100.89	31,168.76	\$1,177,993,818
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The following table exhibits the progress of railroads for the 30 years ending on the 1st Jan'y, 1861—the figures for each year being the mileage of roads in operation at its commencement:—

1832....	131	1842....	3,877	1852....	10,878
1833....	576	1843....	4,174	1853....	13,315
1834....	762	1844....	4,311	1854....	15,511
1835....	918	1845....	4,522	1855....	18,153
1836....	1,102	1846....	4,870	1856....	21,440
1837....	1,421	1847....	5,336	1857....	24,290
1838....	1,843	1848....	5,682	1858....	26,210
1839....	1,920	1849....	6,350	1859....	27,857
1840....	2,197	1850....	7,475	1860....	29,401
1841....	3,319	1851....	8,856	1861....	31,179

From the above table we deduce the following which exhibits the actual and relative increase of mileage in periods of five years—the length of road in 1831 having been 54 miles.

Five Miles years open ending Jan. 1	Actual.	Relative.
1836....	1,102	1,940.74 per cent.
1841....	3,319	201.18 "
1846....	4,870	47.21 "
1851....	8,856	81.85 "
1856....	21,440	142.09 "
1861....	31,169	45.37 "

Railroad Bridge Across the Potomac River, alongside the Long Bridge at Washington.

The only gap in the continuous rail line between Philadelphia and Memphis, in a route which passes through seven contiguous States, is the break at Washington City; for although the Susquehanna river at Havre-de-Grace is not bridged over, all freight and baggage cars are there ferried across on a powerful boat with a trackway upon its upper deck.

In the Senate of the United States, on Friday, December 21, on motion of Mr. Kennedy, of Maryland, the Senate considered and passed, after debate and amendment, a bill "to authorize the Baltimore and Ohio Railroad Company to extend the Washington branch of their road to the Potomac river, and across the same, by an extension of the present structure known as the Long Bridge, for the purpose of connecting with the Virginia Railroad at that point.

"The bill, as thus passed, authorizes the Baltimore and Ohio Railroad Company to extend the Washington branch from near G street north, passing through First street east to near D street south: thence by a curve crossing New Jersey avenue, south Capitol street and the Canal to E street south, and through the last named street to the Potomac river; and to extend the railroad across the river upon a pile structure alongside the Long Bridge, so as to connect with the Alexandria and Washington Railroad now on the Virginia shore. All proper provision is to be made for draws on the bridge. The extension of the road hereby granted, and the real estate of the Company connected with such extension, are to be subjected to the same taxation by the city of Washington as is levied upon other real estate of individual proprietors. Between C street and New Jersey avenue, on its west side, there shall be a tunnel for the passage of the road, along which steam or locomotive power may be used, subject to the regulation of the Corporate authorities of the city of Washington. A connecting track may be laid from any part of this road to a spot on the river between the Long Bridge and the Navy Yard for the purpose of connecting with the mail steamboats. The Company may connect this track with their present depot, by cars running with horse-power, until the expiration of two years.

"The terms of transportation of freight on this extension shall not exceed twenty-five cents per ton, nor shall the transportation of a passenger exceed twenty-five cents. The company shall be responsible for any damages that may commit to the United States, to the corporation of Washington, or to individuals, as the case may be, and the powers and privileges granted by this act are to be limited, modified, or restrained by Congress. The company is also obliged, if it accepts this bill, to check baggage over all their roads to Washington and Alexandria. The bill also em-

powers the Washington and Alexandria Railroad Company to construct a railroad for local uses from the Long Bridge, by Maryland avenue and Seventh street south, to the south bank of the canal, or else from the Long Bridge, along the Potomac shore, to the south side of the city canal, and thence east as far as Sixth street west, the said Company to pay the Baltimore Company fair rates for the transportation of passengers and merchandise across the bridge.

Newaygo and Traverse Bay Railroad.

The Commissioners of the Newaygo and Northport State road have made a contract with Messrs. Ortons, of Newaygo, for the completion of the road, through to Traverse City. The contractors are said to be responsible men, and the work will be well and promptly executed.—*Grand Rapids Eagle*.

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending December 14, 1860:

Passengers	\$19,917 38
Freight and live stock	25,376 77
Mails and sundries	1,367 08

Total	\$40,661 23
Corresponding week of last year	35,829 24

Increase

The receipts of the Grand Trunk Railway of Canada for the week ending Dec. 15, were	\$66,681 35
Week ending Dec. 17, 1859	57,945 26

Increase in 1860	\$8,736 09
Total traffic from July 1st, 1860	\$1,663,178 04
Corresponding week 1859	1,251,220 07

Increase	\$411,957 97
The earnings of the Pacific Railroad for November, 1860, were:—	

MAIN LINE.

	1859. (168 miles.)	1860. (176 miles.)
Freight	\$32,718 35	\$41,619 65
Passengers	24,097 18	19,845 25
Mails	2,100 00	2,211 50
	\$58,915 53	\$63,676 40
Increase		\$4,760 87

SOUTHWEST BRANCH.

	(18 miles.)	(71 miles.)
Freight	\$862 68	\$4,309 50
Passengers	494 70	2,231 90
Mails		295 81
	\$1,257 38	\$6,837 21
Increase		5,479 85

The receipts of the Grand Trunk Railway of Canada for the week ending December 22, 1860, were	\$62,197 15
Corresponding week, 1859	57,406 13

Increase	\$4,791 02
Tot. traffic from July 1, 1860, to date,	\$1,725,375 19
Corresponding period, 1859	1,308,686 20

Increase	\$416,688 99
The traffic of the Great Western Railway of Canada for the week ending Dec. 21, 1860, was as follows:	

Passengers	\$15,528 96
Freight and live stock	19,879 94
Mails and sundries	1,463 17

Total	\$36,862 08
Corresponding week last year	36,566 04

Increase	\$297 04
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The nineteenth report of the Receiver of the Cincinnati, Wilmington and Zanesville Railroad, has been filed with the Clerk of the United States District Court:

GROSS EARNINGS.	
Through passengers	\$10 72
Local passengers	4,913 20
Mail	850 95
Express	414 80
	\$6,198 67
Through freight business	\$398 91
Local freight business	9,873 46
	10,272 37

Total gross earnings	\$16,471 04
EXPENSES.	
Total ordinary expenses	\$12,623 59
Total extraordinary expenses	4,412 04
Total capital account	164 16

Grand total	\$17,199 79
Received during November	\$14,624 40
On hand November 1st	25,704 61
	\$40,329 01

Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad.

A meeting of the Stockholders of this Company was held at Philadelphia, Dec. 27, to take action on the acceptance or rejection of a contract for a more permanent lease of their road to the Pennsylvania Railroad Company.

Mr. M. V. Baker, the President of the Company, read the contract made with the Pennsylvania Railroad Company for the renewal of the lease of the Harrisburg and Lancaster Railroad to the Pennsylvania Railroad. The substance of the contract is that the organization of the Harrisburg Company shall be maintained, and the lease be made for 999 years; the Pennsylvania Railroad Company maintaining the road and paying the interest on the funded debt, and seven per cent. per annum on the stock. As the cost of the Harrisburg Railroad is some \$95,000 greater than the amount represented by the existing number of shares, the Harrisburg Railroad Company is to be allowed to issue 1,900 shares of new stock, thus making the number of shares equal the cost of the work, and on this increased capital, the Pennsylvania Railroad Company will pay 7 per cent., which is equal to about seven and six-tenths per cent. per annum, on the present number of shares. The new stock to be issued is a fraction less than one to eleven. The profits since the last dividend in October are to be divided among Stockholders, and the dividend periods, hereafter, are to be in January and July instead of April and October. Attached to the contract was a resolution authorizing the Board of Directors to consummate the contract and the lease to the Pennsylvania Railroad Company. A motion was made that the resolution be adopted.

Mr. Baker spoke in advocacy of the contract. The advantages of the arrangement was mutual. If the Pennsylvania Railroad were to choose to get a charter and construct a road from Lancaster to Harrisburg, our line would not be worth the bonds. They have us in their power in a great measure, and the lease is, under the circumstances, the best that could be made for the Lancaster and Harrisburg Railroad Company. The stockholders are guaranteed the payment of 7 6-10 per cent. interest on their stock, and this is the best price the Pennsylvania Railroad Company will pay at any future time.

On ratifying the contract the vote stood, yeas 12,085, nays 550. Majority, 11,485. The whole number of shares of stock issued to date September 1, 1860, was 21,742, which, by the issue of 1,900 shares authorized by the new lease, will be increased to 23,642 shares. From this it will

be seen that the contract was ratified by a majority of the whole number of shares issued and to be issued.

Connecticut River Railroad.

The income of this company from operations of their road, for the fiscal year ending 30th Nov., were

And the operating expenses	\$297,096
	143,637
Making the net earnings	\$153,459
Add profits on investments	9,168
Add surplus Dec. 1, 1859	84,664

Total	\$247,291
Against which there has been charged for interest on funded debt	\$14,065
For 8 per cent. dividends on all the stock	137,288
For rent of Ashuelot road	30,000
	181,353

Leaving a cash balance of

Coal—Its Mechanical Powers.

It is stated by Prof. ROGERS, that each acre of a coal seam in England, four feet in thickness, and yielding one yard net of pure fuel, is equivalent to about 5,000 tons, and possesses, therefore, a reserve of mechanical strength in its fuel equal to the life-labor of more than 1,600 men. Each square mile of one such single coal bed contains eight million tons of fuel, equivalent to one million of men laboring through twenty years of their ripe strength. Assuming, for calculation, that ten million tons out of the present annual products of the British coal mines—namely, sixty-five millions—are applied to the production of mechanical power, then England annually summons to her aid 3,300,000 fresh men, pledged to exert their fullest strength for twenty years. Her actual annual expenditure of power, then, is represented by 66,000,000 of able-bodied laborers.

Little Miami Railroad.

The annual meeting of the Stockholders of this Company was held in Cincinnati on the 25th ult. and the following gentlemen elected Directors for the ensuing year:

Nathaniel Wright, Henry Hanna, John Bacon, Larz Anderson, Alphonso Taft, Abraham Hivling, John H. Groesbeck, Charles H. Kilgour, Joseph C. Butler, James Hicks Jr., Joseph R. Swan, William H. Clement.

At a subsequent meeting of the Board, the following officers were re-elected:

Wm. H. Clement, President; D. G. A. Davenport, Auditor; Chas. H. Kilgour, Secretary; S. E. Wright, Treasurer; E. W. Woodward Superintendent.

The Illinois Central Railroad to be Extended into Wisconsin.

The Grant county, (Wis.) *Herald*, says that the Illinois Central Railroad is to be extended next summer from Dunleith to La Crosse, taking the routes of the Mineral Point and the Viroqua and Muscoda road. It says the iron and stock are ready on hand, and the work will be pushed forward rapidly.

Pacific Railroad Interest.

We are authorized to state that the interest on all bonds issued for the construction of the Southwest Branch of the Pacific Railroad, has been through the efforts of President George R. Taylor, and the Board of Directors, fully provided for.—*St. Louis Democrat*.

Dividends and Interest.

The New York, Providence and Boston (Stonington) Railroad Company have declared a semi-annual dividend of $2\frac{1}{2}$ per cent., payable Jan. 3.

The Buffalo and State Line Railroad Company have declared a dividend of 5 per cent.

The Connecticut River Railroad Company have declared a dividend of 8 per cent., payable Feb. 1.

The Terre Haute and Richmond Railroad Company have declared a dividend of 5 per cent., payable on the 8th inst., at the Farmers' Loan and Trust Company.

The Paterson and Ramapo Railroad Company have declared a dividend of $3\frac{1}{2}$ per cent.; and the Paterson and Hudson River Railroad Company a dividend of 4 per cent.; both payable at the office of the Rogers' Locomotive and Machine Works, 44 Exchange Place, on the 5th inst.

Messrs. Duncan Sherman & Co. pay the following coupons, due Jan. 1, 1861: Chicago City Municipal, Chicago City Water Loan, Buffalo City, Albany City, Leavenworth City, Hannibal and St. Joseph Railroad, Mobile and Ohio Railroad, Buffalo and State Line Railroad, Detroit and Pontiac Railroad, Atlantic and Great Western Railway, guaranteed by the Bank of London; also principal and interest on New York State Loan, $5\frac{1}{2}$ per cent. issued to the Auburn and Rochester Railroad; and interest on New York State 5 per cent. stock, issued to Tonawanda Railroad; New York State 6 per cent. stock, issued to the Schenectady and Troy Railroad.

Messrs. Winslow, Lanier & Co. pay the coupons due Jan. 1, on Indiana State Bank Bonds; City of Chillicothe, Ohio, issued to the Marietta and Cincinnati Railroad Company; Ross County, Ohio, issued to railroads, City of Marietta, Ohio; Town of Harmar, Ohio; Indiana Central Railroad Company; Washington County, Ohio, issued to Marietta and Cincinnati Railroad Company.

Messrs. Ketchum, Son & Co. pay the coupons of the Housatonic Railroad Bonds, due Jan. 1st.

The interest on the Bonds of the Long Island Railroad Company will be paid at the City Bank of Brooklyn.

The interest coupons on the debt of the City of Brooklyn, due 1st of January, and the principal of the loan of 1846, will be paid at the Long Island Bank on January 2nd.

The interest coupons, due Jan. 1, on the bonds of Belmont County, Muskingum County, and City of Zanesville, Ohio, will be paid at the Nassau Bank.

M. K. Jesup & Co. pay the interest coupons on the bonds of Green County, Ill., due 1st January. Also the interest, due 1st January, on the bonds of the Joliet and Chicago Road.

The interest on Fayette County, Ohio, Bonds to C. W. & Z. B. R., due 1st January, will be paid at Fayette County Bank, Washington, C. H., Ohio, in exchange on New York City.

The coupons, due 1st January, on \$400,000 first mortgage bonds of the Sacramento Valley Railroad will be paid by Schuchardt & Gebhard.

The coupons of the Champaign County (Ohio) Bonds will be paid by Read Brothers & Co.

The coupons due January 1st, of the Pittsburg, Fort Wayne and Chicago Railroad Company, covered by the Haight mortgage, will be paid on presentation at the office of Gilead A. Smith, 207 Broadway

The January interest on the Coupon Bonds of the State of Virginia will be paid by the Bank of the State of New York. The January Coupons on the Public Debt of Tennessee by the Merchants' Bank. On the North Carolina and Georgia Debt, by the Bank of the Republic. On the Illinois Debt, by the American Exchange Bank. On the Missouri Debt, by the Bank of Commerce. The Bankers for the State of New York for the payment of principal and interest due 1st of January are the Manhattan Company.

The January interest on the Public Debt of the United States will be paid at the Sub-Treasury in this City.

The Park Bank has declared a semi-annual dividend of 4 per cent. 10th. The Phoenix Bank $3\frac{1}{2}$ per cent. 2d. The Commonwealth Bank $3\frac{1}{2}$ per cent. 7th. The Continental Bank 3 per cent. The Mechanics and Traders Bank of Jersey City 4 per cent. The Farmers Loan and Trust Co., 4 per cent. The Hanover Bank $3\frac{1}{2}$ per cent. 8th. The Manufacturers Bank of Brooklyn 5 per cent. The North River Bank $3\frac{1}{2}$ per cent. 10th. The Bank of Commerce 3 per cent. 7th. The New York Exchange Bank 2 per cent. 7th. The Bank of Albany $3\frac{1}{2}$ per cent. 2d. The Irving Bank 3 per cent. 7th.

The Commercial Fire Insurance Company has declared a semi-annual dividend of 8 per cent. payable on demand. The Citizens' Fire Insurance Company a dividend of 10 per cent. payable on demand. The Clinton Fire Insurance Company a semi-annual dividend of 7 per cent. payable on demand. The Mechanics' and Traders' Fire Insurance Company a semi-annual dividend of 10 per cent. payable on the 10th inst. The Hanover Fire Insurance Company, 6 per cent. payable on demand. The Mechanics' Fire Insurance Company of Brooklyn, a semi-annual dividend of 7 per cent. payable on demand. The Anchor Insurance Company $3\frac{1}{2}$ per cent. payable 15th of January. The National Fire Insurance Company a dividend of 10 per cent. payable on the 9th instant.

Madras Railway.

The half yearly meeting of this Company was held in London the 16th of November. The report, stated that during the past half-year the operations had been vigorously pursued on the several lines in course of construction. Several additional sections of the main or S. W. line had been opened, and the remainder brought near to completion. The works on the Bangalore line had gone actively forward. Considerable progress had been made on the Bellary or N. W. line, and its first section of 17 miles is now about to open for traffic. On the main line the section from Goriatum to Amboor 17 miles, was opened January 16th, to Variemboddy 10 miles more, on the 1st February, and to Tripatore 14 miles on the 23rd of May, making 137 miles open from Madras. The terminal buildings at Beypoor were sufficiently advanced to cause no delay in opening the line when ready. By the end of this year very little would remain to be done for the completion of the railway between Madras and Beypoor a distance of 400 miles from coast to coast of the Peninsula. The Bangalore branch 84 miles in length had been divided into four districts and the progress of the work had been beyond the expectation of the engineer. The board attached great importance to the completion of this line. The first 17 miles of the Bellary branch from Arconum to Naggery would be opened in the course of this month, giving a continuous railway communication from Madras towards Cuddapa of nearly sixty miles, from which a considerable traffic is expected. The total

number of passengers carried in the six months was 450,224, being nearly three times the number carried in the corresponding half of 1859. The receipts exceeded by $68\frac{1}{2}$ per cent. those of the corresponding period of last year. The amount of goods traffic carried exceeded that of the corresponding half of 1859 by $62\frac{3}{4}$ per cent., and the receipts by $54\frac{3}{4}$ per cent. those of that period, the quantity carried being 34,461 tons against 21,168 tons, and the receipts £10,564 against £6,823. The gross traffic for the half-year ending the 30th June last amounted to £35,598 against £23,783 for the corresponding period, and the expenses to £17,551, or 49.30 per cent., against £9,208, or 38.71 per cent. The receipts for carriage of permanent way materials amounted to 11 per cent. of the gross receipts.

The CHAIRMAN explained the state of the works on different portions of the Company's lines. The progress had been satisfactory, and it was expected that the main line from Madras to Beypoor upwards of 400 miles in length would be opened in the course of next year, and to Salem 205 miles from Madras in January next, being half the way to Beypoor, and soon after from Salem to Coimbatore. The Bangalore branch, 84 miles in length, would be completed and opened as soon as possible, and from which they expected a considerable traffic. They had opened 41 miles of line in the course of the past half-year.

A short discussion ensued, in the course of which it was stated that the cost of the line already executed had been £7,000 a mile, exclusive of rolling stock, and they had no reason to suppose that that rate would be exceeded on the whole of the Company's lines. The fares and rates were merely experimental with a view to attract the traffic from the road to the railway. The first class were $1\frac{1}{2}$ d. per mile, the second $\frac{3}{4}$ d. per mile, and the third $\frac{1}{2}$ d. per mile.—*Herapath.*

On the Comparative Tensile Strength, &c., of Steel and Wrought Iron.

A short time since we observed a remark in a contemporary Engineering Journal, stating that a "bar of Lowmoor iron bore 67,876 lbs., per sq. inch."

We do not dispute the truth of this statement, but only desire to put the matter in its correct position, by stating that it was a *forged* bar, not a *rolled* one, a very important difference by the way and one which makes it needful to correct the idea it might encourage, namely, that it was an ordinary rolled bar.

In examining the elaborate and carefully drawn up results of the valuable experiments on the strength of iron and steel, carried out for Messrs. Robert Napier and Sons, by Mr. David Kirkaldy, in our January number we, find in table B, giving the strength of iron bars, in which the bars experimented upon, were taken *promiscuously* from engineer's or merchant's stores (a *very important consideration*) and not sent as samples by the makers; that a rolled, inch, round bar of Lowmoor iron, gave as the result of four experiments, a mean breaking weight of 61,798lbs. per square inch; that a rolled, inch, round bar of Bowling iron, gave as the result of four experiments, a mean of 62,404lbs. per square inch; and that a rolled, inch, round bar of Farnley iron, gave as the result of four experiments, a mean of 62,886lbs. per square inch.

The bar of Lowmoor iron from which the result given by our contemporary was taken, was forged from a " $1\frac{1}{4}$ in. round bar," and was the *highest* result of the four experiments, the mean being for bars of that description 66,392lbs. and this forged style of Lowmoor bars was the only one tried, no other of any other makers being mentioned.

We see in these experiments, that the Farnley iron exhibited a considerable superiority in its strength, or resistance to a breaking strain, over both the Lowmoor and the Bowling, and this superiority becomes more manifest in the case of plates, as shown in table D of the same experi-

ments, where the plates also were taken promiscuously from engineers' or merchants' stores, and the following extract of the three sorts of iron taken from that table, will show it in a plain and satisfactory manner.

A strip of Lowmoor iron, .312 of an inch thick, or $\frac{5}{16}$, gave as a mean of five experiments, 52,000 lbs. as the longitudinal strength, and 50,515 as the mean of five experiments crossways of the grain, or an average strength of 51,257 lbs.

Strips of Bowling iron, varying from .325 of an inch to .400, gave in five experiments, a mean of 52,235 lbs., as the strength lengthways, and in five experiments, a mean of 46,441 crossways, or an average strength of 49,338 lbs.

A strip of Farnley iron, .375 of an inch thick, gave as the mean of four experiments, an average of 56,005 lbs., longitudinal strength, and in four experiments crossways of the grain, a mean of 46,221 lbs. or an average strength of 51,113 lbs.

Strips of the same iron, varying from .230 to .259 of an inch thick, gave as a mean of three experiments longitudinally, an average of 58,478 lbs. and in six experiments crossways, an average of 54,098, or an average total strength of 56,292 lbs.

The respective strengths or values of these irons stand thus: for bars, Farnley, 62,886—Bowling, 62,404—Lowmoor, 61,798. For plates, Farnley, 56,292 and 51,113—Lowmoor, 51,257—Bowling, 49,338.

We find that Farnley plates are now in great repute for locomotive and other high-pressure boilers, also for the furnaces and parts directly exposed to the heat of the fire in other boilers, and from the results of Mr. Kirkaldy's experiments, there can be little doubt of their superiority in strength and fitness for this purpose.—*London Artizan*.

Pittsburg and Connellsville Railroad.

The report of the Baltimore and Ohio, which we have recently received in pamphlet form, contains a letter from Benj. H. Latrobe, Esq., President of the Pittsburg and Connellsville Railroad Company, which gives a complete statement of the condition of that road, and from which we make the following extract:

As the annual reports of this Company have informed you, there were 48 miles of the road opened in January, 1857, extending from Connellsville to Turtle Creek, where a junction was then made with the Pennsylvania Central Railroad, 12 miles from Pittsburg. This is still the entire extent of road in use, the gross revenue from which was, for the years ending November 1st, 1857-8-9, \$45,586, \$48,887, and \$57,838, respectively. For the present year now just expiring, it will be about \$80,000. The increase of income, you will thus perceive, is encouraging, and has accelerated from year to year, as the improving influence of the road, upon the country intersected by it, is more and more felt. It would, however, have been much larger, but for the check upon its expansion by the depressed state of trade since the crisis of 1857, and from which the country is but now beginning, decidedly, to recover. Another serious restriction upon the development of the business of the road, has been experienced in the want of an independent line into Pittsburg. Although the joint operations of the two roads have been carried on under an arrangement fair to both parties, and free from official embarrassments, yet for several reasons, the connection has operated greatly to the disadvantage of the Pittsburg and Connellsville Railroad. It being impossible, as you are well aware, in the state of feeling among capitalists toward railroad securities during the last three or four years, to command the means to carry the road through to Cumberland, the company have confined their efforts to its extension into Pittsburg, which is now on the eve of being effected, and by which two and a-half miles of distance will be saved, the high grades of the corresponding part of the Pennsylvania Railroad avoided, detention from missing train connections obviated, and a great and rapid expansion of the

business and revenue of the Pittsburg and Connellsville Railroad realized. The means of constructing this 10½ miles of new road, have been obtained by the disposal of the company's first mortgage bonds, specifically secured upon this part of the road, and issued in conformity with an ordinance of the city of Baltimore, waiving her prior lien thereon. When this work is completed, which is expected during the coming winter, (as the whole road is now nearly ready for the rails, for the supply of which, favorable terms have been made,) the length of road in use will be 58½ miles, from Pittsburg to Connellsville—to which may be added a branch of 15½ miles to Uniontown, built under another charter, by the citizens of that borough and its vicinity, making 71 miles in all, and commanding the trade and travel of one of the most fertile and improving parts of Western Pennsylvania. As a local road terminating in Pittsburg, it would in time, no doubt, pay a fair net return upon its cost; but this prospect is principally encouraging, in view of its bearing upon the ability of the company to procure the means of extending their line Eastward from Connellsville to Cumberland. The distance is 91 miles, or, if connection be made with the Mount Savage Railroad, 4 mile west of Cumberland—87 miles. Upon this part of the route, which embraces the whole mountain region, there has been no work done except the careful location of the road, and the expenditure of about \$200,000 at the Summit Tunnel, 33 miles from Cumberland. This Tunnel and its approaches are the only really heavy works upon the whole line; and all the difficulties are here already overcome, as the Tunnel heading, 4,650 feet long in all, was within 250 feet of completion when the work had to be suspended in October, 1857. There are but two other short tunnels, making, on the whole line of 149 miles, only three in all, showing significantly the easy character of this route, across the Alleghenies, and which is equally distinguishable by the superiority of its grades and curvatures.

As the Company expect to finish their road into Pittsburg this winter, and thus to add an important and profitable link to their chain, from which an immediate increase of their revenue and resources will arise, so their views are to take active steps next Spring or Summer, to invite, by loan, the capital with which to complete the remainder of their line to Cumberland. This they hope to do by an issue of first mortgage bonds, the city of Baltimore having given the company the right to make a lien upon the road prior to her existing mortgage,—the Commissioners of Finance to be first satisfied that the loan, if so effected, will finish the entire road. A successful appeal to capitalists may, it is hoped, be then made, sustained by the various interests concerned, including the local ones along the route, which are extremely anxious for the prosecution of the work, upon which the development of the vast mineral and agricultural wealth of the region traversed depends, and the inflow of which, into Baltimore, over the Baltimore and Ohio Railroad, will be greatly beneficial to that road and city. The Pittsburg and Connellsville Railroad, in its present position, would appear to lead the trade of the Pennsylvania counties west of the mountains,—and formerly coming to Baltimore over the National Turnpike—away from Baltimore, first to Pittsburg, and ultimately to Philadelphia. This prevailing impression is not well founded, as the Pittsburg and Connellsville Road, as a local road, simply carries the trade of the counties to the Pennsylvania Railroad, whence it can more cheaply reach Baltimore over that road and the Northern Central, than across the mountains over the National Turnpike. Even, however, if the public impressions should be right upon this point, there is all the more occasion to put an end to that state of things by the completion of the Pittsburg and Connellsville Railroad to Cumberland, by which the old course of trade will be re-established, and Baltimore be once more in the enjoyment of the commerce of that rich region. By the opening of the road from Pittsburg to

Cumberland also, a full share of the immense local and through trade and travel of that great commercial and manufacturing centre will be brought to Baltimore, and over a better line, and one under her own control, instead of that of a rival. It is only necessary to compare the trade between Pittsburg and Baltimore, as shown by the Report of the Pennsylvania Railroad Company, to be satisfied that, by the present route via Harrisburg, Baltimore does not get her due share. The results of the opening of this new and direct route, free from the restrictions and embarrassments of the existing one, will clearly show why Baltimore has always set so high a value upon a direct connection with Pittsburg, as to have made the latter, in the estimation of many of her citizens, the preferable western terminus of her own road, which will at least be certainly better able to compete with her Northern rivals, when she has this arm added to the two by which she strikes the Ohio lower down.

Baltimore and her road have the partialities of every class in Pittsburg enlisted in their favor; and this, in all probability, permanently, as the system of discrimination against Pittsburg, which has made the Pennsylvania Railroad so unpopular there, seems to be the necessary result of her competition with the New York and Virginia routes to the West for the trade of Ohio and the States beyond, and to which system the Pittsburg and Connellsville Railroad will have no occasion to resort. I need not, however, argue the importance of the line from Cumberland to Pittsburg to one so familiar with all its recommendations as yourself. With proper encouragement from its friends, the Pittsburg and Connellsville Railroad Company will be enabled to accomplish this work within a reasonable time. There is a stock basis, which, together with the release of the prior lien of Baltimore, will make upwards of \$2,500,000, and should be sufficient to support a loan large enough to finish the 91 miles of road remaining to be built, and which will not exceed \$3,500,000, including an ample equipment. The Company's finances are in an improved and improving condition, as will be seen by this, that in 1856 their floating debt was \$788,863, in 1857 \$513,403, in 1858, \$211,729, in 1859 \$175,550, which last amount will show a reduction this year of upwards of \$100,000, the remainder being covered by collateral securities sufficient to extinguish it probably within the year. The only creditors then left will be the City of Pittsburg and the county of Allegheny for arrears of interest on their stock, and the city of Baltimore for its loan and back interest, the latter debt being protected by a mortgage, which places the control of the work in the hands of Baltimore,—a power which that City has thus far used with a wise leniency, as her true interests require that she should leave the Company free to complete the road, if that can be effected in the manner above indicated and contemplated by her own Ordinance of 1856, in which she waives her priority of lien with a view to the accomplishment of that object.

The Public Works of Virginia.

The latter part of last week there was a Convention of Contractors on the Covington and Ohio Railroad in this city, to consider the question of whether they would go on with their contracts under the present low price of State stock or not. The subject was considered most earnestly, Mr. Fisk, the accomplished Engineer of the road, being present to aid the meeting in its deliberations. It was finally determined that, without some aid from the board of Public Works or the Legislature, the work must be suspended. Application it was determined, should at once be made to the Board, and if unsuccessful, to the Legislature when it meets. It is to be hoped that measures will be taken to prevent the stoppage of the work. The sufferings of the laborers will be most severe should they be thrown out of employment, and the road, left in its present state, would be liable to damage that would cause severe loss to the State.—*Richmond Dispatch*, Dec. 24.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.	
ALABAMA.																						
30 Jun. '60	65.0			50.6				Alabama and Florida	1,451,336			877,953	503,500	105,255	1,515,704	54.0		101,102	37,866			
28 Feb. '59	30.3			58.1	2	2	19	Alabama and Mississippi	461,506	30,991		385,010	109,500	21,632	518,965	80.3		55,791	31,852			
31 May '60	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '59	57.0			171.3				Mobile and Girard	1,500,000							57.0	236,791	76,778	21,006			
1 Apr. '60				67.2				Mobile and Great Northern	84,230			36,646	79,664		116,317							
31 Dec. '59	349.9	18.5		108.6	25	18	361	Mobile and Ohio	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610			
29 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,679	2,582,505	116.9		505,156	280,269	6		
6 Dec. '59				209.5				North East and South West	600,000			650,000			1,030,967							
ARKANSAS.																						
				301.4				Calro and Fulton														
30 Nov. '58	38.5			107.5				Memphis and Little Rock	563,877	*		351,524	446,000	10,725	811,049							
CALIFORNIA.																						
30 Dec. '59	22.5							Sacramento Valley	1,571,617	*		785,950	729,000		1,585,366	22.5		270,293	143,787			
CONNECTICUT.																						
1 Aug. '59	23.9		1.9		3	4	34	Danbury and Norwalk	335,842	50,873		279,100	85,000	4,600	408,597	23.9		73,826	27,992	6		
30 Sep. '59	122.4		10.8	75.1	16	20	250	Hartford, Provid. and Flahkill	3,903,455	302,511		1,936,739	1,810,500	319,444	4,329,922	122.4		333,500	152,777			
31 Aug. '59	61.4	10.6	04.5		18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4		844,772	502,679	10	130	
31 Dec. '59	71.0				11	11	240	Housatonic	2,439,775			2,000,000	232,000	96,730	2,564,623	120.0		299,860	55,227			
31 Dec. '59	67.0		2.3		7	11	182	Naugatuck	1,370,985	207,343	7,000	1,031,800	287,350	29,041	1,696,018	62.0		241,330	127,506	3		
31 Dec. '59	57.0		3.0					N. Haven, N. London and Ston.	1,851,879			960,748	886,000	200,000		61.0		107,837	20,627			
31 Dec. '59	48.0	9.0	7.0					New Haven and Northampton	1,400,000			922,500	700,000			59.7		90,362	90,362	5		
31 Oct. '59	66.0		5.0		7	5	106	New London Northern	1,566,696	*		510,900	1,052,500	3,872	1,675,147	66.0		119,146				
31 Mar. '59	61.3	10	68.8		29	72	363	New York and New Haven	4,663,222	661,546		2,980,839	2,219,000		5,583,431	117.4	432,024	828,692	283,333			
30 Nov. '59	63.0		8.5		14	17	282	Norwich and Worcester	2,463,983	149,711		2,122,500	714,998	14,079	2,851,577	66.0		351,699	139,365	3	40	
DELAWARE.																						
31 Oct. '59	84.0		10.0					Delaware	1,547,825	*		361,478	931,500	112,029	1,547,825	84.0			75,672			
31 Oct. '59	16.2							Newcastle and Frenchtown	723,551			744,520		4,641	749,171	5.0		21,196		6		
FLORIDA.																						
								Florida														
30 Apr. '60	154.2		3.0	13.0	8	1	6	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,857	3,535			
30 Jun. '59	31.3		2.0	23.6	2	1	24	Fla., Atlantic and Gulf Central	896,310	28,608		205,781	204,000	164,670	594,836	19.3		10,255	1,504			
		8.9		227.0				Pensacola and Georgia								29.4						
GEORGIA.																						
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	125	
				133.5				Atlanta and Gulf—M. Trunk								30.0						
31 Dec. '59	30.0							Augusta and Savannah	1,032,200	*		753,700	298,500		1,032,200	53.0		125,427	69,679			
30 Apr. '59	68.5							Brunswick and Florida	765,000			151,887				81.0						
30 Nov. '59	171.0			23.7	54	28	636	Central of Georgia	3,760,000	*	826,171	3,750,000	106,367		5,977,106	229.0	700,000	1,633,947	839,604	10	100	
31 Mar. '59	139.0	61.0						Georgia (and Bank)	4,174,492		829,550	4,150,000	875,000		7,368,665	232.0		1,154,621	544,363	8		
30 Nov. '59	102.5				18	16	117	Macon and Western	1,500,000	*		1,433,800	25,000		1,967,776	102.5	218,180	376,250	209,785	11	108	
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516			
1 May '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,534	52,373		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '60	106.1	100.8	16.2		18	22	301	South Western	3,770,425	*		2,921,901	396,500	19,913	3,822,913	228.8			388,965	13		
30 Sep. '59	138.0				62	24	705	Western and Atlantic	5,901,497	*		built and owned by State.				138.0		852,343	454,541			
ILLINOIS.																						
								Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0						
30 Apr. '60	138.0		26.0		62	31	990	Chicago, Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,071,823	210.0		1,233,708	480,141			
31 Dec. '58	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,365	188,035	2,050,065	45.0	14 mo.	243,282	135,234		67	
1 Apr. '60	104.0							Chicago and Northwestern	9,344,863			2,000,000	7,389,031	75,829	9,344,863	104.0	10 mo.	384,456	139,822			
30 Jun. '60	181.8				58	67	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000		7,478,049	223.4		1,063,934	309,567	34	56	
10 Nov. '58	33.2							Fox River Valley	580,000				580,000			84.0						
31 Dec. '58	121.0	138.5	73.6		60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,617	326.5		908,281	1,547,961	620,326	4	71
								Great Western	5,022,926	*		1,600,000	3,088,426	334,500	5,022,926	175.0						
31 Dec. '58	454.8	252.5			113	96	2,305	Illinois Central	19,674,214	3,347,799		10,249,210	20,000,000	1,297,277	31,596,487	708.3		1,976,578	556,624		78	
ILLINOIS RIVER.																						
								Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403			148.0						
								Peoria and Bureau Valley					600,000			oper by Chic.		& R. Ia.	125,000			
								Peoria and Hannibal								oper by Chic.						
								Peoria and Oquawka	5,400,000	*		1,569,889	2,200,000			186.0						
31 Dec. '58	100.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	100.0	oper by Chic.	Bur. & R. Ia.	Quincy.			
31 Dec. '58	108.6	39.8	12.2		31	80	424	Rock Island Bridge								oper by Chic.						
								Terre Haute, Alton & St. Louis	7,908,968	628,487		3,023,903	5,035,615	741,040	8,865,232	208.3		823,767				
INDIANA.																						
								Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125			108.0						
								Cincinnati, Peru and Chicago								29.0						
1 Aug. '57	109.0							Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,432			
1 Jan. '58	72.4				19	21	278	Indiana Central	1,666,280	244,081	25,641	1,011,050	1,166,000	47,850	2,111,059	109.0		368,189	182,094	6	58	
31 Dec. '58	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,392,284	140,689	3,458,108	110.0		446,658	230,834	9	42	
31 Mar. '60	84.0							Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,257	84.0		236,397	80,109			
31 Aug. '57	78.0							Jeffersonville	1,839,676	*		1,014,252	681,000	99,400		108.0		222,737	74,328			
								Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000		2,000,000	64.0						
								Madison and Indianapolis	2,984,516	*		1,647,700	1,336,816			135.0		206,114	82,632			
								Louisv. N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,402			
								Peru and Indianapolis	2,000,000	*		1,100,000	820,000	80,000	2,000,000	74.0						
30 Nov. '58	73.0				18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000		1,867,423	73.0	254,742	357,297	182,154	10		
IOWA.																						
								Burlington and Missouri	1,514,257	*		752,783	665,000	92,663	1,542,768	50.0						
31 Dec. '59	86.0							Chicago, Iowa and Nebraska	1,350,000			516,072	800,000	369,084		86.0	7 mo's.	85,329	46,771			
31 May '58	50.1							Dubuque and Pacific	1,579,988	166,823		888,086	965,000	441,787	2,267,313	60.1						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Price of shares. P. C.	Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares. P. C.
		Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Cars.				Property and Assets.					Liabilities.					Gross.	Net.	Dividends.		
						No.	No.	No.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	P. C.			P. C.		
		M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.	P. C.		
									MAINE.															
	30 Nov. '59	36.5				4	4	21	Androscooggin	757,381	*		151,833	444,638	100,910	757,381	36.5		40,155	24,076				
	31 May, '59	55.0				9	10	128	Androscooggin and Kennebec	2,210,947		27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766				
	30 Jun. '59	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	8,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6			
	30 Jun. '59	12.5		2.0		4	3	45	Bangor, Oldtown and Milford	244,726			135,000		40,576	244,726	12.5		30,330	Loss.				
	31 Aug. '59	63.0		9.5	8.0	12	11	120	Kennebec and Portland	2,871,264			1,237,779	1,280,000	271,143	2,990,998	72.5		164,516	81,606				
	31 Dec. '59				14.0				Penobscot	328,412			180,497	300,000	75,000									
	31 May, '59	54.7				4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324				
	31 May, '59	61.3				11	13	118	Portland, Saco and Portsmouth	1,494,792		5,208	1,500,000			1,500,000	51.3	141,064	203,299	104,029	6	95		
	31 May, '59	37.0							Somerset and Kennebec	783,763			109,200	556,600					55,403	23,404				
	31 May, '59	18.5			33.5				York and Cumberland	1,090,000			370,000	450,000	270,000	1,090,000	18.5							
									MARYLAND.															
	30 Sep. '59	279.6		7.2		235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621		55		
	30 Sep. '59	30.0				7	33	167	Washington Branch	1,650,000			1,650,000			1,824,806	39.0	187,427	442,219	268,540	6	100		
	31 Dec. '59	138.0		4.0	14.5	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0		929,537	840,515		15		
									MASSACHUSETTS.															
	30 Nov. '59	21.2		2.0		6	4	80	Berkshire	500,500	100,000		600,000			601,360	oper. by	Housat.	42,000		7	8		
	30 Nov. '59	26.8		1.8	43.6	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000			2,671,887	26.8	352,512	531,477	208,798	8	100+		
	31 May, '60	74.3		8.8	51.3	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,168	118.3	553,434	915,620	450,096	8	109		
	30 Nov. '59	47.0		7.0	22.3	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220		3,063,138	54.0	316,522	664,673	387,848	7	106+		
	30 Nov. '59	44.6		24.0	59.2	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	811,525	7	103+		
	30 Nov. '59	46.1		1.1	2.7	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124		
	30 Nov. '59	50.0		2.4	8.9	12	13	331	Connecticut River	1,614,385	187,588		1,691,100	252,500		1,928,284	75.4	177,164	271,592	138,223	44	70		
	31 May, '60	44.1		30.5	24.4	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500		5,028,581	120.7		699,162	343,915		69+		
	30 Nov. '59	19.9		1.3	3.6	29	28	655	Essex	742,592	4,416		299,107	280,261	197,428	776,796	oper. by	Eastern	11,663		67			
	30 Nov. '59	60.9		16.8	70.9	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,809,729	67.7	341,803	659,485	207,450	6	99+		
	30 Nov. '59	14.0		2.4		8	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	43,768	12,795	6	98+		
	30 Nov. '59	24.9			2.0				Hampshire and Hampden	577,582			298,951	803,014	57,065	653,080	oper. by	N. H. & N. H.	28,791					
	30 Nov. '59	12.4			2.3	2	8	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	oper. by	H. & L. I.	12,550					
	30 Nov. '59	14.6		17.1		12	12	324	Nashua and Lowell	558,920	96,683		600,000			655,583	30.0	153,374	229,205	68,510	6	113		
	30 Nov. '59	20.2		1.6	1.0	7	16	148	New Bedford and Taunton	494,843	52,844		500,000			544,707	21.8	55,851	143,261	25,264	6			
	30 Nov. '59	28.9		2.3		5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	553,533	36.0	75,866	51,338	14,087		104+		
	30 Nov. '59	8.6			23.4				N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4	20,389	22,531					
	30 Nov. '59	79.5		7.8	25.6	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,390,269	87.3	410,591	646,755	306,413	6	108		
	30 Nov. '59	18.6			0.7	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	32,480	45,355	27,000	6			
	30 Nov. '59	43.4		1.0	14.9	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000		1,810,200	44.4	216,327	341,836	136,286	6	104		
	30 Nov. '59	16.9			1.7	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,531	oper. by	B. & L. I.	17,500					
	30 Nov. '59	11.5			0.4	2	7	17	South Shore	462,167	39,426		259,685	163,290	2,821	613,112	11.5	26,026	58,784	15,463		97		
	30 Nov. '59	21.9			1.0				Stockbridge and Pittsfield	448,700			448,700			451,000	oper. by	Ho. usaton.	31,490					
	30 Nov. '59	11.1		0.6	1.3	7	18	144	Taunton Branch					219,000		614,060	oper. by	T. & B.	5,333					
	30 Nov. '59	6.1			36.5	11	8	192	Troy and Greenfield	478,045			355,326			9,954								
	30 Nov. '59	69.0		8.0	8.5	11	8	192	Vermont and Massachusetts	3,509,622	207,343		2,214,225	1,063,880		3,516,565	77.0	107,478	246,798	104,317	8	18		
	30 Nov. '59	156.1		17.3	106.8	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,954,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,069	830,148	8	113		
	30 Nov. '59	45.7		9.3		10	8	149	Worcester and Nashua	1,187,936	140,982		1,141,000	194,500	862	1,405,409	45.7	179,490	216,444	94,244	4	60		
									MICHIGAN.															
	1 Jun. '59	17.3				27	2	1	Bay de Nocquet and Marquette															
	30 Sep. '59	57.0							Chic. Detroit & Can. G.T.T. Junction	built and equip.		ed by G. r. Trk R. R. Co. of	2,950,000	4,250,000		Canada	2,908,369	188.0	365,038	144,270				
	30 Sep. '59	183.0							Detroit and Milwaukee	3,370,623	647,596													
									Pont and Pere Marquette															
									Grand Rapids and Indiana															
	31 May, '59	284.0			183.0	98	123	1,528	Michigan Central	12,847,238	*	1,149,089	6,057,840	8,284,063	119,089	14,548,411	329.0		2,417,915	886,697		54		
	1 Mar. '59	246.0		293.0		91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,596,407	539.0		2,019,425	777,273		16		
									Pori Huron and Milwaukee															
									MINNESOTA.															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.		
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.						
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.				Net.						
M.	M.	M.	M.	No.	No.	No.										M.	M.			P. c.	P. c.				
NEW YORK.																									
30 Sep. '59			140.0				Albany and Susquehanna	406,952				404,950			31,135	436,085									
30 Sep. '59	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,098		439,005	1,575,090		50,000	32.9	93,804	84,119	11,215						
30 Sep. '59	38.3		34.0					Albany and West Stockbridge	2,392,984			1,000,000	1,932,984		2,392,984	ope r	By Western.			6	100				
30 Sep. '59	84.9	2.6			73.6	4	39	Black River and Utica	1,156,148	81,405		804,648	700,000		1,512,906	37.5	36,838	62,941	32,952						
30 Sep. '59	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000			14.8	20,647	26,858	13,429	5					
30 Sep. '59	142.0		13.6	18.5	23	32	386	Buffalo, New York and Erie	3,150,762		164,200	680,000	2,592,221	252,142	4,208,709	235.0	487,589	541,249	172,321						
30 Sep. '59	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120				
30 Sep. '59	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	59,265	10,398	44					
30 Sep. '59	17.4		2.1					Chemung	400,000			380,000	70,000		450,000	ope r	By N. Y. & E.	24,000		6					
30 Sep. '59	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	ope r	By Reivera.	30,000		6					
30 Sep. '59				63.2				Erie and New York City	287,357			352,741	14,000	28,716	395,457										
30 Sep. '59				15.0				Genesee Valley	329,225			75,689	165,000	62,500	329,225	ope r	By B.N. Y. & E.								
30 Sep. '59	17.3		0.5		4	3	50	Hudson and Boston (West'n)	148,000	27,000		175,000				17.3	57,065	63,803	11,999	6					
30 Sep. '59	144.0		106.5		52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644	150.0	700,224	1,842,636	770,000			40				
30 Sep. '59				73.8				L. Ontario, Auburn & N. York	74,203			75,771													
30 Sep. '59				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856	2,567,270	101.5	248,123	334,195	147,084						
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084		91				
30 Sep. '59	297.8	258.1	313.8		211	237	3,171	New York Central	26,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	79				
30 Sep. '59	440.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	40					
30 Sep. '59	138.8	2.1	30.9		33	93	576	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640	152.9	621,747	975,853	358,792	16						
30 Sep. '59	118.0	8.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,900	1,500,000		4,799,287	121.8	847,800	382,932	120,850						
30 Sep. '59	36.9		2.2		7	6	44	Oswego and Syracuse	675,215	100,462		396,340	213,500	10,875	35.9	69,759	109,152	60,829	8						
30 Sep. '59	75.4		2.0		6	4	33	Potsdam and Watertown	1,627,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571						
30 Sep. '59	26.2		2.1		5	13	70	Rensselaer and Saratoga	745,968	157,057		610,000	140,000		901,025	46.2	61,900	235,902	108,709	6					
30 Sep. '59	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2					
30 Sep. '59	18.0		1.0					Sackett Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810	18.0	17,620	12,025								
30 Sep. '59	21.0		1.6		2	3	30	Saratoga and Schoenectady	480,694			300,000	85,000		385,000	ope r	By R. & Sar.	30,150	7						
30 Sep. '59	40.9	6.6	8.9		9	12	84	Saratoga and Whitehall	820,518	74,904		600,000	395,000		895,000	54.5	107,508	154,099	7,493						
30 Sep. '59				13.2				Staten Island	114,015			50,093	41,200	22,686	114,489										
30 Sep. '59	11.0							Brooklyn and Jamaica	369,856			284,850	85,000			ope r	By Long Isl.	37,560	9						
30 Sep. '59	81.3		7.1		13	12	117	Syracuse and Binghamton	2,851,292			1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155						
30 Sep. '59	27.2		3.2		7	10	6	Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	104,921	218,689	103,010						
30 Sep. '59	6.0		0.1					Troy and Greenbush	294,731			275,000			294,731	ope r	By Hud s. River.			6					
30 Sep. '59	2.1		2.1					Troy Union	732,114			30,000	680,000		732,114	ope r	By other Co's.								
30 Sep. '59	96.8		11.0		7	11	288	Watertown and Rome	1,839,787	319,715		1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3					
NORTH CAROLINA.																									
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503			1,545,225	400,000	276,372	2,419,401	94.9		108,953	35,572						
31 May, '60	223.0							North Carolina	4,235,000			4,000,000			235,000										
31 May, '60	97.0							Raleigh and Gaston	1,240,241			973,300	126,200		97,000			206,917	108,641						
30 Sep. '59	161.0		17.1		22	20	144	Wilmington and Manchester	2,586,238		201,500	1,127,511	1,060,000	111,886	2,892,969	171.0		487,043	209,793						
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,231		107,000	1,340,213	791,055	102,391	3,114,954	171.0		323,069	477,554	235,201	8				
15 Mar. '58				43.0				Western North Carolina	190,793		4,700	290,212		70,800	364,072										
OHIO.																									
31 Dec. '59	118.2				17	12	208	Atlantic and Great Western	613,231			866,939		77,294	1,555,955	118.2		286,368	81,508						
1 Aug. '59	137.0				41	39	508	Bellevue and Indiana	3,088,218		10,000	1,859,813	1,267,078	44,251	3,585,955										
31 Mar. '59	60.3				22	28	432	Central Ohio	5,679,508	922,670	106,133	3,673,000	1,126,458	1,126,458	6,810,432	141.0		597,633	71,356						
31 Mar. '59	37.0							Cinc., Hamilton and Dayton	2,048,298	504,892	26,500	2,155,800	1,411,000	32,618	3,050,710	60.3		489,437	249,606	7	75				
1 May, '59	131.8				62.1			Cinc. and Indianapolis June	6,250,841			2,441,176	3,082,000	228,978	131.8		304,168	100,745	19,180						
31 Dec. '58	135.4	5.8			31.0	16	10	Cinc., Wilmington and Zanesv.	4,746,100	684,955	67,422	4,746,100	38,000	5,242	5,343,275	141.2		1,113,639	575,159	7	96				
31 Dec. '58	67.0				18.0	10	6	Cleveland and Columbus and Cinc.	1,920,953			580,000	1,202,300	161,200	1,943,500	67.0		183,975	285,140	182,282					
31 Dec. '58	95.4	1.2	37.9		31	39	433	Cleveland and Mahoning	3,431,732	555,348	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6		402,935	1,111,555	646,057	15	115			
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburgh	9,320,288			3,942,368	4,918,325	658,821	9,661,102	203.5		646,418	772,063	332,093	4	84			
30 Apr. '59	109.2	79.4			32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,512	3,842,720	358,605	7,858,918	188.6		708,155	414,456	6	35				
31 Dec. '58	61.4				53.0	6	9	Clev., Zanesville and Cincin.	1,574,693			369,678	675,250	632,456	61.4		75,120	88,128	19,763						
31 Dec. '58	72.0				31.0	6	9	Columbus and Indianapolis	2,555,000			750,000	1,600,000	205,000	2,555,000	72.0		144,000	84,000	17,700					
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,876,250	892,909	112,734	1,490,000	290,700	60,500	1,965,539	ope r	By W. & L.M.	170,795	8	50					
31 Mar. '60	144.0							Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,687	5,672,797	144.0		144,006	211,140	111,064					
31 Aug. '58	36.6				5	3	87	Dayton and Western	930,282	104,912		298,692	700,000	90,482	1,080,174	36.6		125,940	66,263						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Price of shares.	Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.	
		Main Line.	Lateral and Branch Lines.	2nd Track and Branch Lines.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.					
							Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.					
P. c.		M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	P. c.			
	30 Nov. '59	48.0		3.1	99.5	4	4	43	PENNSYLVANIA (Continued.)	1,501,414	70,396		1,753,864	1,500,000	177,920	3,444,154	60.0		60,438						
	30 Nov. '59	467.5		56.3		06	80	1,059	Pittsburg, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,880,031	1,965,988	674,655		4			
100	30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000		1,555,700	64.0			34,501	29,004				
	30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	24.5			96,227	54,582				
	30 Sep. '59	2.2	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5								
	30 Nov. '59	28.0		5.0	3.3	4	1	445	Shamokin Valley & Pottsville	1,321,847	*		500,000	821,447		1,321,847	33.0								
120	31 Dec. '59	148.0		20.0	140.0				Sunbury and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,889	148.0			83,072	47,007				
	30 Nov. '59	29.6	6.5	51.9		8	3	127	Tioga	703,349	85,932		97,550	396,000		703,349	29.6			126,597	4,502				
	30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4			191,970	96,808				
	31 Mar. '59	78.0							Williamsport and Elmira	3,650,682	390,847		1,500,000	2,361,973	161,272	4,148,920						1			
	RHODE ISLAND.																								
	31 Aug. '58	50.0		2.0		9	13	84	N. Y. Providence and Boston	2,158,000	*		1,508,000	306,500		2,158,000	50.0	147,231	208,439	96,571	5				
40	30 Nov. '58	13.0		0.5			3	5	Providence, Warren & Bristol	434,698	1,588		287,917	109,537	36,139		13.0	23,514	23,005	1,278					
	SOUTH CAROLINA.																								
	31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2								
	31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,255	197,905	1,099,536	51.9								
91	31 Dec. '58	106.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000		1,585,000	106.6			283,263	151,536	6			
	1 Jan. '59	40.3							Cheraw and Darlington	600,000	*		400,000	200,000		600,000	40.3								
46	1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,219,554	143.2			341,100	125,871				
	31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5					5			
	31 July '58	32.0							Laurens	543,406	*		400,000	106,218		543,406	32.0			27,568	8,527				
	28 Feb. '59	102.0							North-Eastern	2,011,652	*		685,743	900,410	108,172	2,057,325	102.0			220,014	96,145				
	31 Dec. '58	136.0	106.0			62	59	790	South Carolina	5,517,384	1,103,130	374,000	4,179,475	2,770,463	193,086	7,701,357	242.0			1,501,008	820,511	7			
	31 July '58	25.1			41.9				Spartanburg and Union								25.1								
	TENNESSEE.																								
	1859				17.0	2		14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,250	7,486					
	1859				1.8	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0			318,718	187,406				
	1859				8.0	10	10	128	East Tennessee and Virginia	2,510,033	156,264		536,654	1,902,000	390,407		130.3	160,142	297,808	149,167					
	1860				20.0	43	37	667	Memphis and Charleston	5,860,578	878,069	129,364	3,809,949	2,659,000	200,112	7,627,797	201.0			1,635,096	873,597				
	1859				30.6	56.8			Memphis and Ohio	2,359,207	141,144		570,000	1,261,000	145,000										
	1859				59.0				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000											
	1859				40.1	7	5	119	Memphis, Clarksv. & Tenn.	1,137,400			798,285	554,949	319,518		59.4	69,870	177,256	60,029					
	1859				4	6		46	Memphis Central and Tenn.	892,710	82,908		317,447	632,500	22,360		47.4	54,175	83,129	44,666					
	1859				7.0	12	2	81	McMinnville and Manchester	533,507	56,516		144,584	406,000	5,000		34.2	30,065	23,808	13,892					
	1859				149.7	44.0	7.9	319	Nashville and Chattanooga	3,632,582	*		2,256,479	1,524,000	21,769		159.0	117,896	675,832	310,109	3				
	1859				4.2	11.7	5	32	Nashville and Chattanooga				595,922	860,000	204,544		45.8	57,950	127,953	87,243					
	1859				0.6	8.0			Tennessee and Alabama	76,016	76,016		216,962	413,000	408,477		30.0		1,248						
	WINCHESTER AND ALABAMA.																								
	1859				158.0				Buffalo Bayou, Braz. & Col'do								32.0								
	1859				184.0				Galveston, Houston & Henderson								56.0								
	1859				1.5	75.0	2	1	Houston and Brazoria	1,250,000	*		275,000	240,000	171,560		50.0	31,200	32,670						
	1 May '59	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	190,568					
	1859				110.0				San Antonio & Mexican Gulf								25.0								
	1859				756.0				Southern Pacific								28.0								
	VERMONT.																								
75	31 May '59	90.7		8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,245,724	185,421		1,200,000	800,000			90.7	98,856	192,122	82,001					
35	31 Aug. '59	119.6		13.0	26	18	556		Rutland and Burlington	3,989,708	601,509	92,869	2,233,376	3,145,001	1,013,764	6,392,141	119.6	895,762	354,288	81,561					
	31 Aug. '59	62.0		3.4	10	5	201		Rutland and Washington	1,771,683	*		950,000			1,780,683	62.0	175,830	172,826	37,124					
90	30 Jun. '59	119.0		20.0	42	28	885		Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	169.0	617,262	702,271	115,078					
89	30 Jun. '59	47.0		2.8					Vermont and Canada	1,350,095	*		1,350,000			1,350,000	47.0								
118	31 Aug. '59	23.7		0.7		4	4	54	Vermont Valley	1,212,274	89,612		616,164	798,200		1,308,864	23.7	47,324	43,998	10,493					
84	31 Aug. '59	84.0	10.5						Western Vermont	1,083,500	*		382,000	700,000		1,083,500	84.0								
38	VIRGINIA.																								
	31 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	41.3								
50	30 Sep. '59	77.8	8.9	3.8	105.0	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,802	43,062					
83	30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,158		1,500,124	506,610	155,161	9 months	79.2	47,702	54,121	16,382					
	30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229		103.5	345,427	248,004	10,000						
	30 Sep. '59	148.7	9.1	4.5		12	10	101	Orange and Alexandria	6,060,824	*		1,981,167	2,316,879	285,532	6,223,015	97.6			288,297	157,572				
	30 Sep. '59	123.3	10.1			19	13	270	Petersburg and Lynchburg	3,040,636	374,996		1,865,500	1,551,500	292,542	4,745,256	133.4			410,166	201,344				
	30 Sep. '59	59.2	21.3			14	17	331	Petersburg and Roanoke	1,223,523	*		883,200	102,500	5,799	1,486,527	80.5			326,554	213,862	7			
	30 Sep. '59	140.5	2.7	12.0		22	20	141	Richmond and Danville	3,211,828	447,540		1,980,997	907,491	42,058		143.2	240,130	554,203	292,988					
	30 Sep. '59	75.1		4.5		11	10	106	Richm., Frederick & Potomac	1,985,529	*	52,800	1,041,883	843,960	96,828		78.6	159,981	279,945	145,355	7	64			
	30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,068,054	163,753	79,586	6				
	30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542							
79	31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0			240,446	121,053	7			
1	30 Sep. '59	178.2		16.5	7.0	27	23	21	Virginia Central	4,385,729	527,181		3,132,445	1,485,346	43,605	8,816,522	178.2	304,195	652,405	382,696	4	50			
	30 Sep. '59	204.2	10.7		36	12	385		Virginia and Tennessee	5,571,716	771,088		3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894</						

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :					Chicago and Milwaukee :					Eaton and Hamilton :				
Mortgage	\$300,000	7	1867		1st Mortgage (convertible).....	\$512,000				1st Mortgage	\$757,734	†	var.	
Convert. (guar. by Dir.)	150,000	7	1863		Income	62,000				Erie and North.....	140,000			
Land Mortgage	23,500	7	1869		Real Estate 2d Mortgage	188,864		1865		Exchanged for Buff. and St. L.				
Alabama and Miss. Rivers :					Chicago and Rock Island :					Evansville and Crawfordsville :				
State (Ala.) Loan	123,171				1st Mortgage	1,397,000	7	1870	48					
Mortgage	109,500				Chicago and Northwestern :									
Alabama and Tenn. Rivers :					Sinking Fund Preferred	1,250,000			74	Florida :				
1st Mortgage convertible	526,000	7	1872	60	1st Mortgage	3,600,000			39	Internal Improvement (State)	1,655,000	7	1891	
2d Mortgage	225,705	8	1864		2d Mortgage	2,000,000			16	Free Land, 3d Mortgage	1,500,000	8	1891	
Albany, Vt. and Canada :					Cincinnati, Hamilton and Dayton :					Florida and Alabama :				
1st Mortgage	500,000	7	1867		1st Mortgage	461,000		1867	96	Internal Improvement (State)			7	1891
Albany and West Stockbridge :					2d Mortgage	950,000		1880	82½	Free Land, 2d Mortgage			8	1891
Albany City (S. F.)	1,000,000	6	'66-'76		*Cincinnati, Wilm. and Zanesville :					Florida, Atlantic and Gulf Centr.:				
Androscoggin and Kennebec :					1st Mortgage	1,300,000				Internal Improvement (State)	300,000	7	1891	
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64		2d Mortgage	574,000				Free Land, 2d Mortgage	200,000	8	1891	
Stock, convert. (Coupon)	710,000	6	'63-'66		3d Mortgage	158,000				Internal Improvement (State)	300,000	7	1891	
Atlantic and St. Lawrence :					Income	250,500				Free Land, 2d Mortgage	200,000	8	1891	
Dollar Bonds (Coupon)	988,000	6	1866		Tunnel Right	1,000,000				Fox River Valley				
Sterling Bonds (Coupon)	484,000	6	1878	97	Cleveland and Mahoning :					1st Mortgage	400,000	†		
City of Portland Loan (Coups.)	1,500,000	6	'68-'70		1st Mortgage	694,500				2d Mortgage	180,000			
Baltimore and Ohio :					2d Mortgage	469,000				Galena and Chicago Union :				
Maryland Sterling	3,000,000	5			3d Mortgage	88,800				Litchfield	52,015	7	1859	
Mortgage Coupon	2,500,000	6	1885	77	Clev. Painesville and Ashtabula :					1st Mortgage (S. F.)	1,993,000	7	'62-'63	93
"	700,000	6	1880	80	1st Mortgage	564,000	7	1861	95	2d Mortgage (S. F.)	1,738,000	7	1875	90
"	1,128,500	6	1875	79½	2d Mortgage	303,000	7	1862		Galveston, Houston, and Henderson :				
"	1,000,000	6	1867	94	Special (Sunbury and Erie)	500,000	7	1874						
Balt. City Loan	5,000,000	6			Convertible Scrip	300,000	7	1880		*Great Western, Ill. :				
Bellefontaine and Ind. (1 Jan. '60):					Cleveland and Toledo :					1st Mortgage (W. Div. 100 m.)	1,000,000	10		
1st Mortgage convertible	791,000	7	1866	55	1st Mortgage (Main Line)	800,000	7	1860	72½	1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7		
2d Mortgage	157,000	7	1870		2d Mort. (M. L.) or 2d Extension	1,188,000	7	1873	64	Old Sang. and Morg. Railroad	41,000			
Income (1869 and 1870)	104,500	7	var.		3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875		2d Mortgage	323,000			
Real Estate (1868, '61, '63, '68)	110,750	7	var.		4th Mort. (M. L.) or 3d Extension	1,154,000				Chattel (Equipment) Mortgage	374,426			
Belvidere Delaware :					Income	118,000				Greenville and Columbia :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877		Dividend Bonds and Scrip	491,825				1st Mortgage, Coupon	1,145,000			
2d Mortgage	445,500	6			Cleveland and Toledo :					Hannibal and St. Joseph :				
Cand. and Amb. R. R. Co.	244,000	6			1st Mortgage	377,000	7	1867	65	Missouri State Loan (1st Lien)	3,000,000	6		
Black River and Ultes :					2d Mortgage	305,000	7	1872	65	Land Security	5,000,000	7	1881	58
1st Mortgage	370,000	7	1869		3d Mortgage	324,000	7	1862		2d Mortgage (convertible)	757,000	7		
Boston, Concord and Montreal :					Tol. Nor. and Clev. 1st Mort.	522,000	7	1863	75	Plain	11,000	7		
1st Mortgage	200,000	6	1870		Tol. Nor. and Clev. 2d Mort.	299,600	7	1863	75	Harrisburg and Lancaster :				
2d Mortgage	300,000	7	1870		Income	61,500	7	1862		New Dollar Bonds	459,872	6	1883	93½
3d Mortgage Coupons	150,000	6			C. and T. Income	192,950	7	1863	75	Hartford and New Haven :				
4th Mortgage Coupons	200,000	7			C. and T. Income (convertible)	409,900	7	1864		1st Mortgage	1,000,000	6	1873	100½
Sinking Fund	200,000	6			C. and T. Income (convertible)	373,000	7	1864		Hartford, Providence and Fishkill :				
Boston and Lowell :					C. and T. Dividend (convert.)	199,735	7	1865	75					
Mortgage	440,000	6	1873		C. and T. Income (convertible)	129,000	7	1870						
Boston and Worcester :					C. and T. (S. F.) Mortgage	640,000	7	1885	67					
Mortgage (plain)	100,000	6	1860		Union (Lloyd's)	5,000	7	1862		Houston and Texas Central :				
Mortgage (convertible)	500,000	6	1860		*Cleveland, Zanesville and Cin. :					State (1st Lien) Loan	210,000			
Buffalo and State Line :										Mortgage	125,000	7	1866	
1st Mortgage	500,000	7	1866	90	*Columbus, Piqua and Indiana :					Hudson River :				
Income (¾ in '69, ¼ in '62)	200,000	7	var.							1st Mortgage	4,000,000	7	'69-'70	105
Unsecured	200,000	7	1864		Columbus and Xenia :					2d Mortgage	1,980,000	7	1860	96½
Erie and North-East	149,000	7			1st Mortgage	18,000		1859		3d Mortgage	1,840,000	7	1875	82
Burlington and Missouri :					Dividend (due 1860, '61, '62, '66)	272,700		var.	92	Convertible	1,002,000	7	1877	78
1st Mort. on 1st Division	590,000			60	Connecticut River	253,000	6	var.		Illinois Central :				
Cairo and Fulton (Mo.) :					Mortgage (due 1862, '63, '78)					Optional Right Scrip	65,000	7	1868	60½
State (Mo.) Loan	650,000	6	'78-'79		Connecticut and Passump. Rivers :					Construction	12,885,000	7	1875	94
Candlen and Amboy :					1st Mortgage	800,000				Construction	4,115,000	6	1875	94
Mort. (exg'd from Sterling)	367,000	6	1864	97	2d Mortgage					Free Land	3,000,000	7	1860	102½
Mort. (exg'd from Sterling)	888,000	6	1864	97	Cumberland Valley :					Indiana Central :				
Mortgage	800,000	6	1849		1st Mortgage	116,500				1st Mortgage (convertible)	600,000	7	1866	65
Mortgage	1,700,000	6	1875	80	2d Mortgage	97,000				2d Mortgage	284,500	10		87
Sterling (\$210,000)	1,008,000	5	1864		Dauphin and Susquehanna :					Income	281,500	10		76
Sterling (\$225,000)	1,080,000	6	1864							Indianapolis and Cincinnati :				
New Loan (iss'd \$387,000)	2,500,000	6	1884		Dayton and Michigan (1 Ap. '60):					1st Mortgage	500,000	7	1866	76
Unsecured	800,000	6	1863		1st Mortgage	300,000	8			2d Mortgage	400,000	7		84
*Catawissa, Williamsap. and Erie :					2d Mortgage	2,200,000	8			Real Estate Mortgage	200,000	7	1858	70
1st Mortgage	1,500,000	7	1865	32	Dayton and Western :					Dividend	86,284	7		
2d Mortgage	399,036	7	1866		1st Mortgage	300,000	7		50	Income and Domestic	176,000		var.	
Chattel Mortgage	380,000	10	1871		2d Mortgage		7		45	Ind., Pittsb. and Clev. (1 Jan. '60):				
Cayuga and Susquehanna :					1st Mortgage	500,000				1st Mortgage	650,500	7	1870	
1st Mortgage	800,000	7	1865		Guaranteed	65,000				2d Mortgage	314,000	7		
Unsecured	89,000	7	1862		State Loan	170,000				Income	27,000	7		
Central of Georgia :					Delaware					Domestic	34,200	7		
Mortgage	106,267	7	1863		Delaware, Lackawanna and W'n :					Jeffersonville				
Central of New Jersey :					1st Mortgage	900,000		1871		1st Mortgage	280,000	7	1861	65
1st Mortgage	1,500,000	7	var.	105	1st Mortgage (E. Extension)	1,500,000		1875	90	2d Mortgage	392,000	7	1873	
2d Mortgage	1,500,000	7	1875	101	2d Mortgage	2,600,000		1881	89	*Kennebec and Portland :				
Income	375,000	7	var.		Income (due 1862, '65 and '67)	1,263,170		var.	88	1st Mortgage (City and Town)	800,000	6	1870	
*Central Ohio :										2d Mortgage	230,000	6	1861	
1st Mortgage	450,000	7	1861	62½	Detroit and Milwaukee :					3d Mortgage	250,000	6	1862	
1st Mortgage	800,000	7	1864	45	1st Mortgage (convertible)	3,250,000	7	1875		*Kentucky Centr. (Gov. and Lex.):				
2d Mortgage	800,000	7	1865	53	2d Mortgage	1,000,000	8	1866		1st Mortgage	160,000	6		
3d Mortgage (S. F.)	950,000	7	1885		3d Mortgage (convertible)	750,000	10	1863		2d Mortgage	260,000	7		
4th Mortgage (S. F.)	1,365,800	7	1876		4th Mortgage (G. W. R. R.)	500,000	8			2d Mortgage (convertible)	1,000,000	7		
Income (1868, '69 and '60)	1,172,200	7	var.		Dubuque and Pacific :					3d Mortgage	600,000	7		
Income (iss. to Muskingum Co.	100,000	7	1862		New Construction	800,000				Guaranteed by Covington	200,000	6		
Charleston and Savannah :					Dubuque Western :					Cincinnati (exchanged)	100,000	6		
1st Mortgage (endorsed)	510,000	6			1st Mortgage	344,000	†			Income (issued 1854)	400,000	10	1859	
2d Mortgage	1,000,000	7			Eastern (Mass.):					Income (issued 1855)	210,000	6	1860	
Cheshire :					Income (due \$75,000 annually)	525,000	6	var.		Kent'ky Centr. (Lex. and Danv.):				
Mort. (1860, '63, '75 and '77)	786,400	7	var.		2d Mortgage (convertible)	710,000	5	1862	98½					
Chicago, Burlington & Quincy :					3d Mortgage (convertible)	445,000	6	1874	101½	Keokuk, Ft. D. Moines and Minn.:				
Consolidated 1st Mort.	1,500,000	8	1883	95	1st M. (State) \$75,000 a yr after '65	500,000	5	var.		City of Keokuk, 20 years	400,000	8		
Consolidated Convert. Mort.	252,000				East Tennessee and Georgia :					City of Keokuk, (special tax)	150,000	10		
Chic. and Aur. 1st Mort.	390,000	7	1867		State, 1st Mortgage	970,000				Lee County, 20 years	160,000	8		
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869		Endorsed by State of Tennessee	150,000				Keokuk, Mt. Pleasant and Muscat.				
Cent. Mil. Tr. 1st Mort.	392,000	7	1864		Mortgage (ordinary)	700,688				Lee County	150,000	8		
Cent. H. T. 2d M. (Conv.)	245,000	8	1868		East Tennessee and Virginia :					City of Keokuk	200,000	8		
Chicago, Alton and St. Louis :					State, 1st Lien	1,602,000				Henry and Louisa Company's	50,000	8		
1st Mortgage					Endorsed by State of Tennessee	200,000				Lehigh Valley :				
2d Mortgage					1st Mortgage (after State)	100,000				1st Mortgage	1,500,000	6		
3d Mortgage					Redeemable in Stock	66,980								

AMERICAN PATENT WORKS

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount	Interest	Due	Price	Description.	Amount	Interest	Due	Price	Description.	Amount	Interest	Due	Price
La Crosse and Milwaukee:					Montgomery and West Point:					Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$908,000	7			Alabama State Loan	\$122,622	6			State Loan	\$400,000	6		
2d Mortgage (Eastern Div.)	1,000,000	7			Mortgage (due 1860, '63 and '65)	350,000	6	var.		2d Mortgage	1,055,500	6		81
1st Land Grant (Western Div.)	4,000,000	7			Mortgage	450,000	8	1868		3d Mortgage	461,378	8		90
2d Land Grant (Western Div.)	855,000	7		15	Muscougee:					Pacific (Mo.):				
3d Mortgage (whole road)	1,700,000	7			1st Mortgage	249,000	7			State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	7			Nashville and Chattanooga:					State Loan (S. W. Branch)	2,800,000	6		
Unsecured Bonds	1,785,000	7			Mortgage (State endorsed)	1,500,000	7			Construction	4,600,000	6		
Linton and Frankfort					Chat. and Clev. Subse. (endors.)	150,000	7			Panama:				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed	24,000	7			1st Mortgage Sterling	1,250,000	7	1866	100
Little Miami:					*New Albany and Salem:					2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000	6			Crawfordsville	175,000	7			Convertible	27,000	7		
1st Mortgage	138,000	6	1883	82 1/2	1st Mortgage	500,000	10			Pennsylvania:				
2d Mortgage	7,000	6			1st Mortgage	2,235,000	6			1st Mortgage (convertible)	4,905,000	6	1888	101
3d Mortgage	981,000	6			New Haven and Hartford:					2d Mortgage	1,928,000	6	1875	85
State Loan [S. F.]	100,000	5	1876							2d Mortgage Sterling	1,539,840	6	1875	
1st Mortgage	600,000	6	1879	80	N. Hav., N. Lond. and Ston'ton:					State Works Bonds	7,400,000	5		
Louisville and Frankfort:					Mortgage	450,000	7			Pennsylvania Coal Company:				
Louisville Loan	174,000	6			Mortgage	200,000	6			1st Mortgage	600,000	7		
1st Mortgage	248,000	6			Extension	100,000	10			Penobscot and Kennebec:				
Louisville and Nashville:					New Haven and Northampton:					Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
State [Tenn.], 1st Lien	300,000	6			1st Mortgage	600,000	1869			2d Mortgage (Coupon)	250,200	6	1876	
1st Mortgage	2,000,000	6			New Jersey:					3d Mortgage (Coupon)	156,600	6	1871	
McMinnville and Manchester:					Company's (various)	711,000	var.	103		Pensacola and Georgia:				
State [Tenn.]	372,000	6			New London, William and Palmer:					State Internal Improvement		7	35 y's	
Mortgage	24,000	7			1st Mortgage	500,000	71			Free Land				
Mortgage	10,000	6			2d Mortgage	300,000	61			Peoria and Oquawka:				
Madison and Indianapolis:					Income (convertible)	152,000	61							
State [Ind.] Loan					New London City	100,000	61			Peru and Indianapolis:				
Mortgage					N. Orleans, Jackson and Gt. North:									
*Marietta and Cincinnati:					State (Miss.) Loan	155,000	8			Petersburg:				
1st Mortgage [convertible]	2,500,000	7 1/2	1868		1st Mortgage	3,000,000	8	1886		Mortgage (due 1863 to 1872)	103,000	7	var.	
2d Mortgage	2,000,000	7 1/2			N. Orleans, Opelous and Gt. West:					Petersburg and Lynchburg (S. Side):				
3d Mortgage	1,500,000	7 1/2			Louisiana State Loan	621,000	7			State (Va.) Loan (S. F.)	800,000	7		
Sterling Income	333,000	4			New Orleans City Loan	1,500,000	7			1st Mortgage (1859-'70-'75)	365,000	6	var.	
Domestic	928,617	5 1/2	'59-'62		1st Mortgage (S. F.)	2,000,000	8	1889		3d Mortgage (1862-'70-'72)	378,000	6	var.	
Memphis and Charleston:					New York Central:					Special Mortgage (1865-'68)	175,000	6	var.	
State [Tenn.] Loan	1,100,000	6			Albany Loan—Alb. and Sch'dy.	127,000	5	1864		Last Mortgage (1861 to 1869)	133,500	8	var.	
1st Mortgage	1,600,000	7	1880		State Loan—Sch'dy and Troy	100,000	6	1867	108 1/2	Phila., German'n and Norrist'n:				
Memphis, Clarkesv. and Louisv.:					State Loan—Rochester and Syr.	77,382	54	1861		Consolidated Loan	274,800			
State [Tenn.] Loan	910,000	6			State Loan—Buffalo and Roch.	55,350	54	1865		Loan of 1842	100,000			
Memphis and Ohio:					State Loan—Roch., L. and N. F.	298,000	7	1861		Philadelphia and Reading:				
State [Tenn.] Loan	1,340,000	6			Stock Subscription	785,000	6	1883	92	Mortgage	705,000	5	1860	91 1/2
Michigan Central:					Premium Consolidated Stock	8,000,000	6	1883	92	Mortgage	1,572,800	6	1860	91 1/2
1st Mortgage Sterling	467,489	6		90	Real Estate	221,000	6	1883	92	Mortgage (convertible)	886,000	6	1860	91 1/2
1st Mortgage (convertible)	500,000	8		92	New Convertible	3,000,000	7	1864	98 1/2	Mortgage (convertible)	134,000	6	1860	91 1/2
Unconvertible	258,000	8			*New York and Erie:					Mortgage	3,209,600	6	1870	79 1/2
1st Mortgage (convert.) Dollar	3,831,000	8			1st Mortgage	3,000,000	7	1867	101 1/2	Mortgage (convertible)	2,596,500	6	1886	60 1/2
1st Mortgage (S. F.), convertible	3,087,000	8		95	2d Mortgage	4,000,000	7	1869	94	Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Mich. Southern and N'n Indiana:					3d Mortgage (convertible)	6,000,000	7	1871	86	Real Estate Mortgage	516,450		var.	
Michigan Southern	993,000	7 1/2	1857		4th Mortgage (convertible)	3,729,000	7	1880	68	Phila., Wilmington and Baltimore:				
Northern Indiana	985,000	7 1/2	1861	70	5th Mortgage	1,277,000	7	1883	77	Mortgage Loan	688,929	6	1860	
Erie and Kalamazoo	300,000	7 1/2	1862		Unsecured (convertible)	2,618,000	7	1871	66	Mortgage Loan	1,696,500	6	1884	
Michigan Southern	259,000	7 1/2	1863		Unsecured (convertible)	2,443,000	7	1862	66	Improvement	119,000	6	1863	
Northern Indiana	299,000	7 1/2	1863	81	Sinking Fund	2,193,000	7	1875	66	Pittsburg and Connellsville:				
Jackson Branch	208,000	7 1/2	1864	81	New York and Harlem:					Pittsburg Loan	500,000			
Goshen Air Line	1,385,000	7 1/2	1868	68	1st Mortgage	3,000,000	7	1873	94	Alleghany Co. Loan	750,000			
Detroit and Toledo	336,000	7 1/2	1876		2d Mortgage	1,000,000	7	1864	90	Connellsville Loan	100,000			
General Mortgage (S. F.)	2,468,000	7 1/2	1885	70 1/2	3d Mortgage	1,000,000	7	1867	85	McKeesport Loan	100,000			
2d Mortgage	2,175,000	7 1/2	1877	50	New York and New Haven:					Baltimore Loan	1,000,000			
*Milwaukee and Beloit:					1st Mortgage	311,000	7	1860	94	Cumberland Loan	200,000			
1st Mortgage	630,000	8			1st Mortgage	964,000	6	1866	94	*Pittsburg, Ft. Wayne and Chicago:				
Milwaukee and Chicago:					1st Mortgage	930,000	6	1875		1st Mortgage (O. and P.)	1,000,000		1865	
1st Mortgage	400,000	8			N. York, Providence and Boston:					2d Mortgage (O. and P.)	750,000		1866	
2d Mortgage	200,000	7			1st Mortgage	331,000	6			Income (O. and P.)	1,961,000		1873	62 1/2
*Milwaukee and Horicon:					North Carolina:					Bridge (O. and P.)	189,500			
1st Mortgage	420,000	8			State Loan	2,000,000	6			1st Mortgage (O. and L.)	1,000,000		1872	
2d Mortgage	600,000	8			State Loan	1,000,000	6			2d Mortgage (O. and L.)	380,000		1873	
Farm Mortgage	150,000	10			North-Eastern (S. C.):					1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Milwaukee and Mississippi:					1st Mortgage	700,000				Real Estate (F. W. and Chic.)	408,000		1874	
1st Mortgage (convertible)	74,000	10 1/2	1861	65	2d Mortgage	224,500				Mortgage, Consolidated Comp'y	1,229,000		1887	
1st Mortgage (convertible)	626,000	8 1/2	1862	64	Real Estate	35,910				Pittsburg and Steubenville:				
1st Mortgage (convertible)	650,000	8 1/2	1863	67	Northern Central:					Mortgage	800,000	7	1865	
1st Mortgage (convertible)	1,250,000	8 1/2	1877	67	Balt. and Susq. R. R. (Coupons)	150,000	6	1866		Platte County:				
South-West Branch	350,000	8 1/2	1866	60	Md. State Loan (B. and Susq.)	150,000	6			State (Mo.) Loan	300,000	6	1879	
2d Mortgage	600,000	10 1/2	1862	45	York and Cumberland 1st Mort.	175,000	6	1870		Potsdam and Watertown:				
Construction	500,000	7 1/2	1859		York and Cumberland 2d Mort.	25,000	6	1871		1st Mortgage	800,000	7 1/2	64-'74	
3d Mortgage	500,000	8 1/2	1862	55	York and C. guar. by Baltimore	500,000	6	1877		Quincy and Chicago:				
Mississippi Central:					N. C. Contract	292,300	6	1875		1st Mortgage	1,300,000		1878	
1st Mortgage	1,007,363	7			Construction	1,903,500	6	1885		Racine and Mississippi:				
Income	91,200	10			Northern (Ogdensburg):					1st Mortgage (Eastern Division)	680,000	7		
Tennessee State	45,000	6			1st Mortgage	1,500,000	7 1/2	1859		1st Mortgage (Western Division)	757,000	7		
Mississippi Central and Tenn.:					2d Mortgage	3,077,000	7 1/2	1861		Raleigh and Gaston:				
State [Tenn.] Loan	529,000	6			North Missouri:					Coupon	100,000		1862	
Income	95,500				State Loan	2,000,000	6			Rensselaer and Saratoga:				
Mississippi and Missouri:					State Loan	2,000,000	6			1st Mortgage		7	1863	
1st Mortgage (convertible)	1,000,000	7			State Loan	350,000	6			Richmond and Danville:				
2d Mortgage (S. F.)	400,000	8			North Pennsylvania:					State (Va.) Loan	600,000			
Oaklonsa Division	1,425,000	7			Mortgage	2,500,000				Guaranteed by State	200,000		1875	91
Land Grant	7,000,000	7			Chattel Mortgage	214,500	10			Mortgage (Coupon)	250,000		1869	
Mississippi and Tennessee:					Northern (N. H.):					Registered	150,000		1860	
Tennessee State Loan	98,000	6	1885		Mortgage (due 1860, '64 and '74)	219,500		var.		Richmond, Fred. and Potomac:				
Mississippi State Loan	202,799	6			Norwich and Worcester:					Sterling (£87,000)	324,006		1860	
1st Mortgage	171,000	7	1876		Mass. State Loan	400,000	6	1877		Convertible	54,500		1875	
Mobile and Ohio:					Mortgage	205,800	6	1860		Dividend Certificates	35,800		1867	
City (Mobile) Tax Loan	400,000	6			Mortgage	16,000	7	1860		Dividend Certificates	265,809		1869	
Tennessee State Loan	674,860	6			Dividend Serp. and Bonds	102,330	6	var.		Richmond and Petersburg:				
Alabama State Loan	389,410	6			Ohio and Mississippi (O. and Ind.):					Coupon	150,000		1875	
Income	759,415	8	1861		1st Mortgage	2,193,500	7	1858		*Rutland and Burlington:				
Income	354,728	8	1862		2d Mortgage	316,996	7			1st Mortgage	1,300,000			
Income	375,132	8	1865		Construction	4,687,920	7	1858	17	2d Mortgage	913,550			
Income	18,700	8	1867		Income	3,501,155	7	1858		3d Mortgage	426,400			
Income	878,036	6	1883		Ohio and Mississippi (Ill.):					Sacramento Valley:				
Mississippi State Loan	200,970	6								1st Mortgage	400,000			
										2d Mortgage	350,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Bandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1886	
Mortgage	997,000	7	1886	
Mortgage	1,000,000	7	1875	
Dividend	224,000	6	'60-'62	
Bandusky, Mansfield and Newark:				
1st Mortgage	1,290,000	7	1886	
Saratoga and Whitehall:				
1st Mortgage	250,000	7	1883	
1st Mortgage (R. and W. Br.)	100,000	7	1886	
Unsecured	45,000	7	1883	
Seaboard and Roanoke:				
1st Mortgage	300,000	10	1880	
2d Mortgage	75,000	10	1870	
4th Mortgage	60,000	10	1866	
South Carolina:				
State Loan	200,000	5	1868	
Sterling	183,333	6	1863	
Sterling	2,000,000	5	1866	
Auditor's	246,500	7		
Southern Mississippi:				
1st Mortgage	500,000			
South-Western (Ga.):				
1st Mortgage	631,000		1875	
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000			
2d Mortgage	450,000			
*Steubenville and Ind. (P. C. and O.):				
1st Mortgage	1,500,000			
2d Mortgage	900,000			
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7		
2d Mortgage	1,535,000	7		
3d Mortgage (Income)	1,000,000	10		
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000			
St. Louis City Subscription	500,000			
St. Louis County Subscription	1,000,000			
Carondelet Subscription	50,000			
Sunbury and Erie				
Mortgage	1,000,000	7		
Mortgage	7,000,000	5		
Syracuse, Binghamton and N. Y.:				
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	70
2d Mortgage (convertible)	2,000,000	7	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7	1873	
2d Mortgage (Bel. and Ill.)	494,000	7	1869	
3d Mortgage (Bel. and Ill.)	503,000	10	1874	
Tennessee and Alabama:				
State (Tenn.) Loan	814,000			
Mortgage	46,000			
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	
Toledo, Wabash and Western:				
1st M. (L. Er. Wab. and St. Louis)	2,500,000	7	1865	50
2d M. (L. Er. Wab. and St. Louis)	1,000,000	7	1869	
3d M. (L. Er. Wab. and St. Louis)	1,300,000	7	1891	
Real Estate (L. Er. W. and St. L.)	300,000	7	1861	
1st Mortgage (Toledo and Ill.)	900,000	7	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7	1865	65
*Vermont Central:				
1st Mortgage				16
2d Mortgage				1
Virginia Central:				
Mort. guaranteed by State of Va.	100,000	6	1880	84
Mortgage	206,000	6	1872	82
Mortgage (coupons)	941,000	6	1884	
Dividend, due 1865, '66 and '75	235,346	6	var.	
Income (1869 to 1863)	168,332	7	var.	
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82
2d or Enlarged	1,000,000	6	1884	81
Balt Works Br. Mort. due '68-'61	203,000	6	var.	
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500		1875	
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	
Western (Mass.):				
Sterling (\$200,000)	4,319,520	5	'68-'71	
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	
*Western Vermont:				
1st Mortgage	700,000		1861	
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	500,000		1866	74
2d Mortgage	1,000,000			
Income	177,000			
Wilmington and Weldon:				
Mortgage, payable in England	443,555			
Sterling, issued in 1855	144,500			
Company's, endorsed by State	203,500			
Winchester and Potomac:				
Mortgage	120,000	6	1867	
York and Cumberland:				
1st Mortgage	398,000	7		

New York Stock Exchange.

Sale Prices for the week ending Jan. 2, 1860.

Th. 27. F. 28. Sat. 29. M. 31. T. 1. W. 2.

FEDERAL STOCKS:				
U. S. 5s, 1874	95			93
U. S. 5s, 1865				
STATE STOCKS:				
California 7s	86	86		86
Georgia 6s				
Illinois 6s				
Indiana 5s				
" 2 1/2s				
Kentucky 6s				
Louisiana 6s				
Maryland 6s	45	43		
Michigan 6s				
Minnesota 6s				
Missouri 6s	69	69	68	69 1/2
New York 5s, 1874				
" 6s, 1865				
North Carolina 6s	78 1/2			
Ohio 6s, 1860				
Tennessee 6s, 1860	77 1/2			
Virginia 6s	77	77	75	76
RAILROAD SHARES:				
Chicago, Burl. and Q. 64	63 1/2		65	67
Chicago and Rock Isl. 50 1/2	51	50	51	56
Chicago and N. West.				
Clev., Painesv. & Asht.				
Clev. and Pittsburg	9			
Clev. and Toledo	28	28 1/2	29	31
Del., Lack. and West.				
Galena and Chicago	65	65 1/2	65 1/2	71
Hudson River	43	45	43 1/2	45
Illinois Central (scrip)	68	69	69	75
Indianapolis and Cinc.			35	
Michigan Central	48	48	49	49
M. S. and N. I. guard	31	32	32	33
M. S. and N. I.	14	13 1/2	13 1/2	14
Milwaukee and Miss.	9			
New Jersey Central				
New York Central	75 1/2	75	75	76
New York and Erie	35	36	37 1/2	38 1/2
N. York and Harlem	14	14	14	14 1/2
N. Y. and H. "pref."	34 1/2	34	35	34
Panama	113	112		113
Phila. and Reading	35 1/2	36	35 1/2	36 1/2
RAILROAD BONDS:				
Buff. N. Y. & Erie 1 M.				
Chic. and N. W. 1st M. 39				
" 2d M.				
" S. F. 75				
Cl. & Tol. S. F. 7 p.c. '85				
D. L. & W. 1 M. 8 p.c. '71-5				
" 2 M. 8 p.c. '81	90			90
Gal. and Ch. 1 M. 8 p.c. '63				
" 2 M. 8 p.c. '75				90
Hann. & St. J. 1 M. 8s				
Hudson R. 1 M. 7 p.c. '69				
" 2 M. 7 p.c. '60				
" 3 M. 7 p.c. '75 83				83
Illinois Centr. 7 p.c. '75 90			91	94
" 6 p.c. '75				
L. Erie & Wab. 1 M.				
" 2 M. 35				35
Mich. Cen. S. F. 8 p.c. '82 94				94 1/2
" conv. 8 p.c. '69	90			95
Mich. Southern 1st M.				80
" 2d M.	50			
" S. F. 70 1/2			70 1/2	
M. S. & N. I. 1 M. S. F.				
" 2 M. 8 p.c. '77				
Northern Ind. 1 M.				
" 2 M.				
N. Y. Central 1st M.				
N. Y. C. 6 p.c. cert. '83. 92				92
" 1 M. 7 p.c. '64				98 1/2
N. Y. & E. 1 M. 7 p.c. '67			100	101 1/2
" 2 M. 7 p.c. '69	95			
" 3 M. 7 p.c. '71	85			
" 4 M. 7 p.c. '80				80
" 5 M. 7 p.c. '83				77
" conv. 7 p.c. '62				65
" 7 p.c. '71				
" S. F. 75			62	
N. Y. & H. 1 M. 7 p.c. '73				94
" 2 M. 7 p.c. '64				
" 3 M. 7 p.c. '67				
Penn. 1 M. 7 p.c. conv. '83				
" 2 M. 6 p.c. '75				
Ph. and Read. 6 p.c. '60				
" 6 p.c. '70				
T. H. and A. 1 M. 8 p.c. '72				
" 2 M. 8 p.c. '70				
BANK AND INSURANCE STOCK:				
Am. Exchange Bank. 92				
America, Bank of				
Commerce, Bank of			95	
Merchants' Exch. Bk.				
Mercantile (Mar.) Ins.				
Commonwealth Bank				
Metropolitan Bank				
MINING STOCK:				
Pittsburg				
Rockland				
Minnesota				
Lake Royale				
MISCELLANEOUS:				
Del. and Hud. C. Co.	84	83 1/2		85
Cumberland Coal Co.			8	
Penn'a Coal Co.	76			78
Pacific Mail S. S. Co.	83	84	85	86
Canton	14 1/2	14		
Brooklyn Water Ws.			102	

The following are the closing prices in the London Market on the 22d December:

United States 5 p. c. red. '74	92 1/2 to 93 1/2
Illinois Central 6 p. c. red. 1875	86 to 88
Do. 7 p. c. red. 1875	86 to 88
Do. do. Fr. L'd red. '60. 92 1/2	to 93 1/2
Do. \$100 shares, all p'd. 72	to 74
Mich. Cen. 8 per cent. con. '60	93 to 95
Do. do. 1869	89 to 91
Do. do. 1st mortgage	
(sinking fund), 1883	86 to 91
Do. \$100 shares	52 to 57
Michigan S. & N. Indiana 7 per ct.	
(sinking fund) 1885	70 to 72
Do. \$100 shares	15 to 20
New York Central, 6 per cent. (sinking fund) 1883	86 to 88
Do. 7 per cent. 1864	91 to 93
Do. 7 per cent. (sinking f.) 1876. 95	to 97
Do. \$100 shares	77 to 78
New York and Erie 1st mortgage 7 per cent. 1867	91 to 93
Do. 2d mortgage, 1859	89 to 90
Do. 3d do. 1883, assented	80 to 81
Do. Bonds, 1862, '71, '75 do.	63 to 65
Do. Shares, assented	34 to 35
Pennsylvania Central B'ds, 1st mort.	
conv. 6 per cent.	89 to 91
Do. 2d mortgage, 6 per cent. sterling	90 to 92
Do. \$50 shares	36 to 38
Phila. and Reading B'ds, 6 p.c., 1860. 75	to 80
Do. 6 per cent. 1870	75 to 80
Do. \$50 shares	22 to 26

American Railroad Journal.

Saturday, January 5, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Railway and Financial Review of 1860.

The most eventful year in our history as a nation has just closed. It has been marked alike by the most extraordinary commercial as well as political movements. It was a year of abundant crops succeeding to several deficient ones. At its commencement the disasters of 1857 had well nigh been forgotten, and its losses mainly restored by the accumulating wealth of the country. The increasing abundance of money, and the prospect of plentiful harvests again turned attention to railroad securities, which under large present and prospective increase of traffic grew rapidly into favor. An extraordinary advance followed, carrying up the market value of many securities several hundred per cent. The advance in Erie shares which, during the year, went from 5 to over 40 per cent. may be taken as a good illustration of the general improvement of the market. For a long time the utmost confidence prevailed based upon the material interests of the country, which were never in a more promising condition. The general election followed, and developed the extraordinary and unexpected fact that one of the States, at least, was determined to make it the occasion to withdraw from the Union. The apprehension and alarm created was excessive, completely paralyzing all the operations of society. In a few weeks the greater part of the improvement in the share market was lost, and, in many cases, prices went to the lowest point reached in 1857. The gulf of anarchy and disunion, which yawned before us, threatened for a time to swallow up all the material interests of the country. Civil war appeared inevitable. Universal terror

seized the public mind, as imbecility and treachery seemed to forbid all hope of relief from any quarter.

But the year did not come quite to a close without some token of returning confidence and order. The first few days of the New Year mark an extraordinary improvement. The period of terror, because the future was a blank has passed. South Carolina has taken the overt step, and, at the same time, our own Government appears to have broken its compact which bound it a long time to the secessionists, and is asserting freedom of action and its own dignity. The changes made in the cabinet are all in favor of maintaining order and efficient action. The matter of secession is, at last, taken vigorously in hand, and a path entered upon, which must bring matters to an issue—we trust and believe a pacific one. At any rate, we are now on the right road to a speedy solution of our difficulties. If we are to have dissolution the sooner it comes the better. If not, we cannot allow the threat of it longer to destroy the peace and disturb the material interests of the country. Enough has already been suffered. The seceding States have taken their first lesson and have, undoubtedly, proved to their own satisfaction that secession and anarchy is not the high road to wealth and prosperity. We doubt whether in the whole period of their existence they have suffered so much distress in so short a time. When they go far enough to see that secession is utter ruin, they will begin to pause. That in their opinion it is equal ruin to the Northern States, will not alleviate their condition, nor make it any more tolerable.

In the department of railroads fair progress has been made in the construction of these works. The whole number of miles in operation in the United States, at the close of the year, was 31,168—showing an increased mileage during the year of 1,778 miles. This increase is, of course, chiefly in the Western and Southwestern States. The total length of line on which more or less work has been done, is 17,080 miles. A part of the mileage put down in progress must be regarded as only projected. Still, with an absence of political agitation, there can be no doubt that rapid progress will be made till the total mileage in the United States reaches 50,000. Railroads are certain to be constructed till every section of the country is well supplied with them.

The total cost of our railroads up to the present time, has been \$1,177,993,818, being an increase of \$9,073,000 over 1859. The increased investment would have been considerably larger but for the reduced capital of many of the companies consequent upon a reorganization of their affairs.

We cannot give with the same accuracy the earnings of the roads. The aggregate has been about \$140,000,000, or 12 per cent. on their cost. The net earnings have been about \$60,000,000, or 5 per cent. on their cost. Only a comparatively small portion of this amount has been realized in dividends. The accruing interest on the debts of the companies absorbing, probably, one-half of this amount. A considerable portion of the balance has been used by them upon their roads, and in the discharge of floating liabilities.

In the traffic of the roads, there has been a very large gain over 1859, equal in many cases to 50

per cent. The year was one of extraordinary abundance. Throughout all the Northern and Northwestern States, and our roads were getting up to the earnings of their best days. Political agitations are the only things that stand in the way of a very large traffic the coming year.

Progress of Railroads in the United States, for 10 years.

In the decade just closed, there have been constructed in the United States 22,323 miles of railroad—the number of miles in operation, January 1st, 1851, being 8,856, and on the 1st of January, 1861, 31,168. The average number of miles annually constructed has been about 2,200—the total amount expended on our roads within the ten years has been very nearly \$1,000,000,000, or \$100,000,000 annually. These sums will give a good idea of the material progress of the country within the period named.

TABLE showing the increase of railroads from 1st January, 1851 to 1st January, 1861.

States.	Miles in 1851.	Miles in 1861.	Incr'se in 10 y'rs.
Maine	224	476	252
New Hampshire	314	658	344
Vermont	302	555	253
Massachusetts	1,150	1,314	164
Rhode Island	50	104	54
Connecticut	549	608	59
New England	2,589	3,715	1,126
New York	1,304	2,809	1,505
New Jersey	267	627	360
Pennsylvania	1,133	2,943	1,810
Delaware	16	137	121
Maryland	324	406	82
Middle Atlantic St. ...	3,044	6,922	3,878
Virginia	413	1,805	1,392
North Carolina	249	887	638
South Carolina	263	978	715
Georgia	665	1,402	737
Florida	54	326	272
South Atlantic St. ...	1,644	5,398	3,754
Alabama	113	643	530
Mississippi	60	798	738
Louisiana	117	328	211
Texas .....	...	294	294
Gulf States	290	2,063	1,773
Arkansas .....	...	38	38
Missouri .....	...	813	813
Tennessee .....	...	1,284	1,284
Kentucky	55	531	476
South Interior States	55	2,666	2,611
Ohio	497	3,057	2,560
Michigan	374	807	433
Indiana	215	2,068	1,843
Illinois	148	2,925	2,777
Wisconsin .....	...	937	937
Iowa .....	...	549	549
North Interior States	1,235	10,333	9,098
California .....	...	70	70
Total States	8,856	31,168	22,312

Nashville and Chattanooga Railroad.

At a meeting of the stockholders of this Company at Murfreesboro', on the 12th ult., the old Board of Directors was re-elected, except Alfred Miller, and J. M. Murrell, who declined a re-election, and in whose stead Col. E. A. Keeble, of Murfreesboro', and N. E. Alloway, Esq., of Nashville, were chosen. The former officers were re-elected.

Journal of Railroad Law.

TITLE TO LAND BY ADVERSE PROFESSION FOR TWENTY-ONE YEARS: SUBSEQUENT NEGLIGENCE TO KEEP POSSESSION DOES NOT DEFEAT THE TITLE EVEN AS AGAINST BONA FIDE PURCHASERS.

The President and Directors of the Williams Valley Railroad Company brought an action of ejectment against one John Schall and Andrew Jones, for a tract of 144 acres of land in Lower Mahantongo township, Schuylkill County. The land was granted by the Commonwealth to one John Leshar, by warrant dated November 3, 1784, for 170 acres, including an improvement on the Broad Top Mountain, and upon this warrant a survey was made of 144 acres on the 6th of May, 1785. The plaintiffs claimed title to the land, and in support of their claim exhibited an unbroken chain of written conveyances from this John Leshar to themselves.

The defendants did not show any title from the Commonwealth, nor any conveyance of title acquired by the Leshar warrant; but claimed title under the statute of limitations by virtue of actual profession, by residence and clearing, and cultivation of the land, for a period of twenty-one years by themselves and those under whom they claimed. They also exhibited a deed dated Aug. 3, 1801, from one John Myer to Christian Bartche for 400 acres, surveyed to John Witman on warrant dated July 1793. This Witman tract lay near to the Leshar survey, and although there was no evidence of the purchase of the Leshar tract by Bartche, yet the evidence tended to show that he claimed it some way, either by color of title or as an intruder. He put his parents upon this tract to live, and when his property was afterwards sold by the Sheriff to William Green, and conveyed by deed it was described as 700 acres. Green sold to one Joseph Keffer, in whose hands the property was levied upon for Keffer's default in payment of taxes, and surveyed by the Sheriff in which it is described as 200 acres more or less, to one John Hammer. Hammer conveyed it to the County Commissioners, and the Commissioners conveyed it to the defendants.

The defendants showed a possession which was commenced in 1805 and continued down to about 1833, when they deserted the premises and one George Daubert entered as an intruder. The plaintiffs contended that even if the defendants title was perfected by possession up till 1833, the possession was then abandoned, and the plaintiffs being bona fide purchasers without notice, they could not be affected by the defendant's title under the statute.

At the trial the Court submitted the question as to which party's negligence had most contributed to the difficulty, making the case turn upon the question of negligence. The jury returned a verdict for the plaintiffs, from which the defendant appealed, and moved for a new trial. The motion was overruled by the Common Pleas, and the defendant again appealed to the Supreme Court. The following is the opinion of the Appellate Court.

WOODWARD J. All the material facts of this case lie within a narrow compass. The plaintiffs showed a perfect paper title to the land in controversy from John Leshar, the original warrantee of the Commonwealth. Deriving their title through Schwartz and Snaverly, they showed that when the latter purchased there was no inconsistent

ent title to record, and no possession to give notice of an adverse right. Daubert who was on the ground at the time was a mere intruder and claimed under neither title that is in question here. The plaintiffs claimed, therefore, to be *bona fide* purchasers, without notice of the title of the defendant.

The defendants claimed under the statute of limitations. They showed a possession commenced in 1805, and continued down to about 1833, when the tenants of the then owners deserted the premises, and George Daubert entered as an intruder. This title, transferred several times, and twice by public sales, was duly vested in the defendants. As the case is prosecuted on the record, we are obliged to consider every fact necessary to complete a title under the statute, so proved that the jury would have found it had it been submitted. In other words we assume that the plaintiffs have a perfect paper title, and the defendants a perfect title under the statute of limitations—but that when Snaverly bought the title under which the plaintiffs claim, the defendants had lost the possession, though the statutory period of twenty-one years had run out in favor of their right long before.

The learned judge declined to affirm the main position assumed by the defendants, that a title once perfected by twenty-one years possession, cannot be lost by neglecting to keep up the possession after that period, and that nothing short of twenty-one years adverse possession will bar it.

An unrecorded paper title does not effect a purchaser without actual notice, and the learned judge pronounced a title by the statute of limitations, if unaccompanied by a continued possession as no more than an unrecorded paper title. If this be sound doctrine, then the claimant under the statute, however he may have perfected his right, must keep his flag flying forever, and the statute ceases to be a statute of limitations.

The first observation we have to make on this ruling is that titles matured under the statute of limitations are not within the recording acts. However expedient it might be to require some public record of such titles to be kept, and however inconvenient it may be to purchasers to ascertain what titles of that sort are outstanding, still we have not as yet any legislation on the subject, and it is not competent for a judicial decision to force upon them consequences drawn from the recording acts. Those acts relate exclusively to written titles. Possessory titles have always been favorites of Pennsylvania Legislation, and it would ill become the judiciary to clog them with conditions and disabilities which the law making power has not prescribed, nor even suggested. * *

If the operation of the statute be such as the cases teach—if it takes away the title of the real owner and transfers it, not in form indeed, but in legal effect to the adverse occupier, is it not manifest that when Snaverly bought the recorded title of Schwartz, in 1837, he bought a title which, by operation of law was fairly vested in these defendants? Whatever merit that title possessed, by reason of being on record, must be regarded as belonging to the defendants. In a word, whatever title was outstanding from the Commonwealth to this land, they had acquired, and had acquired it too, under a statute which gave them no facilities, and laid upon them no obligation to make a record

of it. This view of the effect of the statute verifies Judge Huston's words in *Leeds vs. Bender*, that "it gives as perfect a title, if not a more perfect title, than any known to the law." That experienced Judge told us in the same case, that he had attended to the operation of the statute almost half a century, and that he did not know any more beneficial, and in its general operation, more just law.

But when Snaverly bought, he had no notice that the title he was purchasing had been transferred to the defendants, and it is argued that secret titles and liens are to be discouraged. Undoubtedly, yet how can the title of the defendants be regarded as secret? It had come down through two public sales that were on record, and it was proclaimed by whatever marks on the ground a possession of nearly 30 years had left there. There were besides the traditions of the neighborhood, anciently the only legal evidence of the transfers of land to guide a diligent enquirer to the truth. If these were insufficient circumstances to effect a purchaser with notice, then it must be remembered that a title under the statute cannot be spread upon the registry of deeds. The law has created the title but has provided no way of recording it, shall the law for that reason destroy it? This would be to charge the law with folly.

We think the court erred in submitting the case to the jury as a question of negligence, and that they should have affirmed the defendants proposition, that a title perfected under the statute of limitations is not lost by neglecting to keep up the possession. The judgment is reversed, and a new trial is ordered.

Debt of California.

The last California mail brought the following notice in regard to the unprovided claims in the State of California.

STATE OF CALIFORNIA—EXECUTIVE DEPARTMENT.

Notice is hereby given that the general election held on the 6th day of November, A. D., 1860, an act entitled "An act to provide for paying certain equitable claims against the State of California, and to contract a Funded Debt for that purpose," approved April 30, 1860, was submitted to the qualified voters of the State for their ratification or rejection, by having the words "Pay the debt" or "Repudiate the debt" printed on the ballots. And it is certified to me by the Secretary of State that a majority of all the ballots cast at such election was in favor of "Pay the debt."

Now, therefore, by virtue of the authority vested in me by said Act, I do hereby make proclamation of the same to all to whom it may concern; and that the following specified claims are entitled to be received and funded under the provisions of the act aforesaid, to wit:

First—Civil bonds of the State issued under the Funding Acts passed in the years one thousand eight hundred and fifty-one, one thousand eight hundred and fifty-two, one thousand eight hundred and fifty-three, one thousand eight hundred and fifty-five, and one thousand eight hundred and fifty-six, which are now outstanding, with interest due on the same, when presented, as appears by the coupons.

Second—Controller's warrants, drawn under sanction of the law, for civil expenses, prior to January first, A. D. one thousand eight hundred and fifty-seven, and now outstanding and unpaid. But the provisions of this Act shall not authorize the funding of any of these warrants the registration and indorsement of which were canceled by the provisions of "An Act to cancel the registration and indorsement of certain warrants, and prohibiting a payment of the same," approved

January thirteenth, A. D. one thousand eight hundred and fifty-six, or warrants which have been specially adjudged illegal by any court; and all said warrants specified in the last mentioned Act, are hereby expressly excluded from all benefits and provisions of this act.

Third—Just or legal claims against the State accrued prior to Jan. 1, 1857, and which has been or may be allowed and audited by act of the Legislature.

In testimony whereof, I have hereunto set my hand and caused the great seal of State to be affixed, at Sacramento, this fifth day of December, 1860.

JOHN D. DOWNER, Governor.

Attest: JOHNSON PRICE, Secretary of State.

The Pacific Railroad.

The last rail between Smithton and Sedalia on the Pacific Railroad has been laid, and the road will, in a few days, be opened to the latter point—a distance of 190 miles from St. Louis.

DUBUQUE & SIOUX CITY R. R. CO. ELECTION NOTICE.

THE first election of directors of said company will be held at their office in Dubuque, Iowa, on Monday the 11th of February, 1861.

412 JAMES M. MCKINLAY, Secretary.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1 1/2 in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 29, 1860.

DON PEDRO II. RAILWAY.

RIO DE JANEIRO, BRAZIL, }
September 18th, 1860. }

PROPOSALS are invited for the Graduation, Masonry, and other items of Construction of 11 1/2 miles of this work, extending from the western end of the Great Tunnel of the Serra du Mar down the valleys of the Sacra Familia and Pirahy Rivers to the banks of the River Parahyba.

The work is generally heavy, comprising 1,200,000 cubic yards Earth, 250,000 cub. yds. Rock, and 7,500 cub. yds. of Tunnel excavation, 9,000 cub. yds. Bridge, 8,000 cub. yds. Culvert, and 5,000 cub. yds. retaining Wall Masonry, together with Iron Bridge Superstructure, permanent way and stations.

At the Company's office in Rio de Janeiro, may be seen plans, profiles and specifications, where sealed proposals for the whole 11 1/2 miles, or any portion thereof not less than 4 miles, will be received until February 28th, 1861, at which time they will be opened and the work awarded.

The Directory determine, that the technical direction of the work shall be exclusively in the hands of their own Engineers, but will entertain proposals either with a scale of prices for the various kinds of work, or for the entire construction at a fixed price. In the latter case, the monthly payments will be regulated by a scale of prices.

All payments will be made monthly in cash, a percentage being retained as security for the faithful fulfillment of the contract. This, however, may be dispensed with, in case a deposit is made in money, stocks or bonds approved of by the Directory; in the latter case, the depositor will be entitled to the accruing interest upon said security.

Parties unknown to the undersigned will be expected to present evidence of their ability from officers of works upon which they have recently been engaged.

This work is in a mountainous and perfectly healthy region, within 7 hours' ride of Rio de Janeiro. About 300 additional miles are located and remain to be placed under contract.

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COLONEL H. K. CRAIG, CHIEF OF ORDNANCE,
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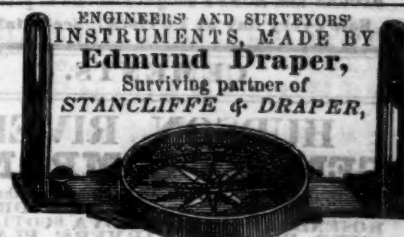
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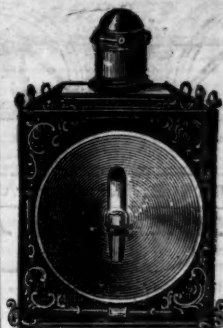
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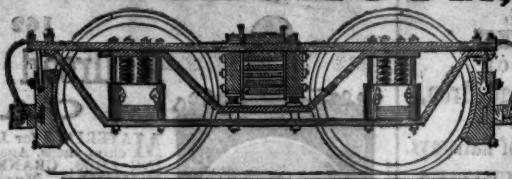
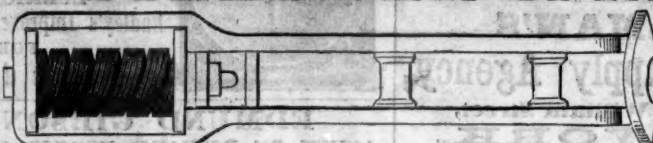
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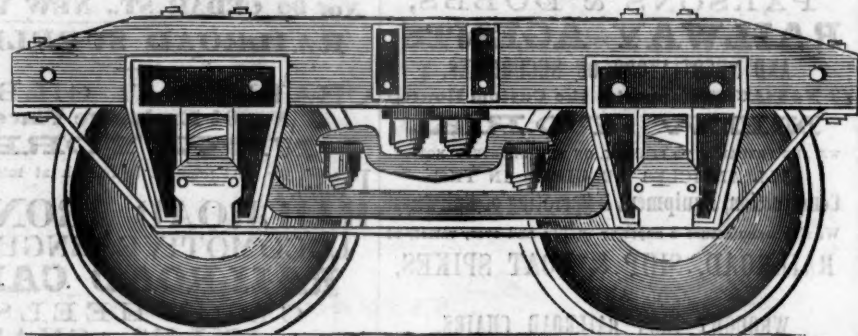
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